

# *Journal* of UFO History

## VOLUME III.



**OMNIBUS EDITION**

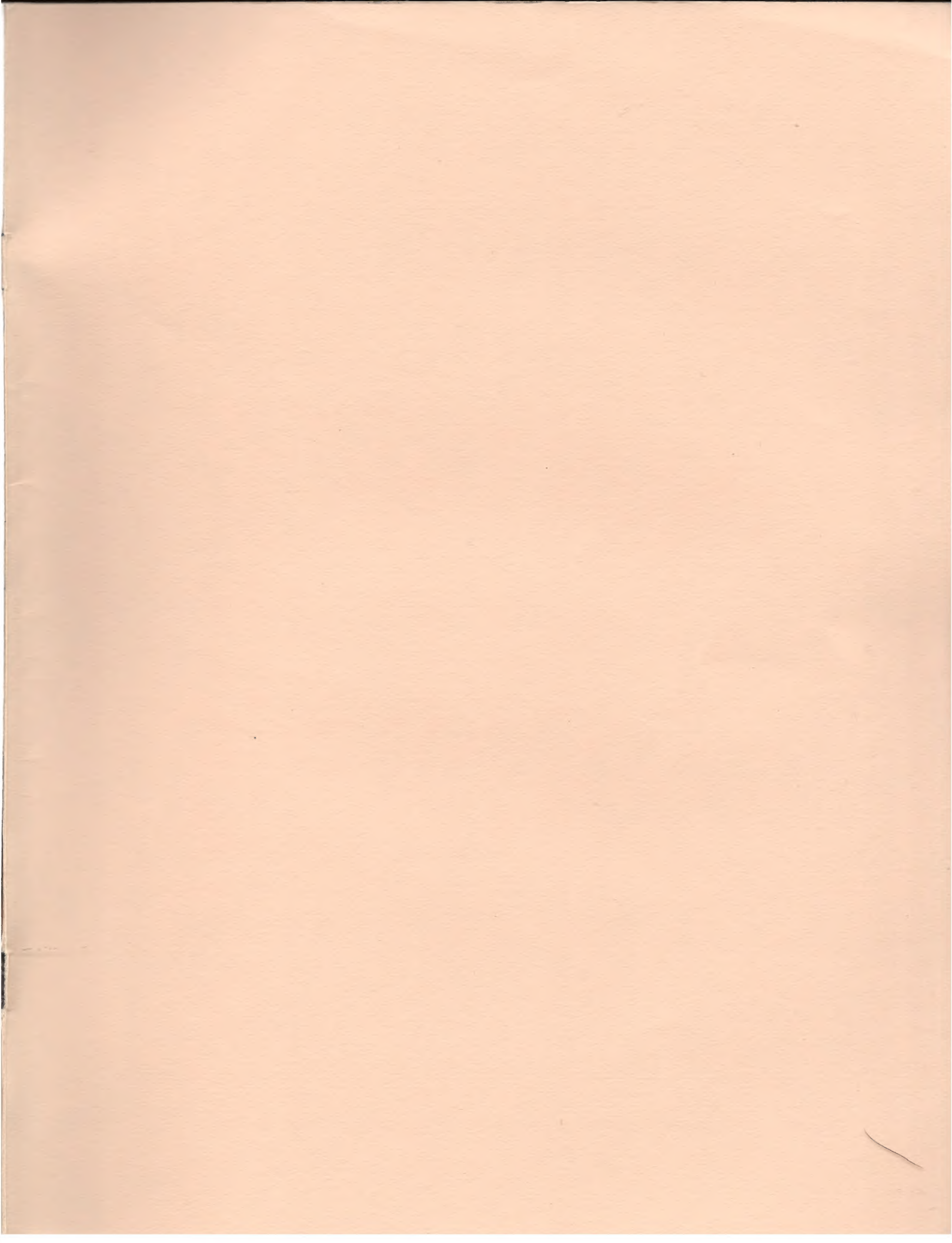
**ISSUE NUMBERS 1-6**  
March 2006 - February 2007

**Richard H. Hall, Editor**



Published by Brentwood Press  
4418 39<sup>th</sup> Street  
Brentwood, MD 20722-1021

March 2008



# **Journal of UFO History**

## **Volume III.**

### **Omnibus Edition**

Issues No. 1, March-April 2006  
through No. 6, January-February 2007



Published by Brentwood Press  
4418 39<sup>th</sup> Street  
Brentwood, MD 20722-1021

Copyright © 2008 - Richard H. Hall  
All Rights Reserved





## FOREWORD

As of March 2008 the *Journal of UFO History* has been published continuously for four years, bimonthly (six 12-page issues per year). An Omnibus Edition of Volume I was published in 2006, and of Volume II in 2007, all six issues of each bound together under durable covers to supply a more enduring historical record. Copies of the Volume I and Volume II Omnibus Editions are still available.

All six issues of Volume III published between March 2006 and February 2007 are included in this Omnibus Edition, and copies of the individual issues are no longer available. The issues are reproduced in the bound volume exactly as originally published, errors and all. Corrections normally appeared in the next issue.

An index to the articles in Volume III is included below. Current *Journal* subscriptions also are available. (See [www.hallrichard.com](http://www.hallrichard.com))

Richard H. Hall  
4418 39<sup>th</sup> Street  
Brentwood, MD 20722-1021

March 2008

### INDEX TO VOLUME III

#### No. 1, March-April 2006:

Air Force takes new approach  
Temperature Inversion Theory  
George Adamski & Contactees  
Ruppelt's best unknown case

#### No. 2, May-June 2006:

Ruppelt True magazine article  
Navy ship encounter with UFO  
Dialogue with Jerry Clark  
Secretary of AF encounter with disc

#### No. 3, July-August 2006:

BOAC airliner paced by UFOs  
Satellite object cases  
Army sightings in New Mexico  
UFOs and clouds

#### No. 4, September-October 2006:

Shag Harbour UFO crash  
Coast Guard tracks UFO on radar  
Walesville jet crash raises hostility issue  
Dialogue with Raymond Fowler

#### No. 5, November-December 2006:

1954 European UFO wave  
Humanoid occupant sightings in France  
Military pilot disc sightings  
Fall 1954 sighting chronology

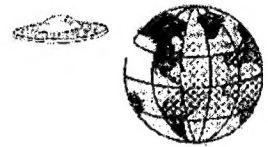
#### No. 6, January-February 2007:

Stringfield & the Ground Observer Corps  
GOC history  
GOC radar-visual case  
UFO occupant sightings late 1954



# Journal of UFO History

A Publication of the Donald E. Keyhoe Archives



Vol. III, No. 1

March-April 2006

*Illustrated by Jon Katsula*

A black and white illustration showing a pilot in the cockpit of a Pan American airliner, looking out at a formation of flying saucers in the sky.

*The Pan American airliner was flying at 8,000 feet when its pilot and co-pilot saw the flying saucers, in formation, at 6,000 feet below. After the airplane landed, the Air Force wanted to know all about it*

## WE FLEW ABOVE FLYING SAUCERS

by 1st Officer William B. Nash and 2nd Officer William H. Fortenberry

**I**ow does it feel to see flying saucers? Like most people, we had never consciously expected to face that question, but now we have an answer. When you see "saucers" from the angle and nearness that we did, and watch them go through the astonishing maneuvers that we witnessed, you feel humbled.

Sitting in the complex cockpit of a fast four-engine airliner, we had the deflated feeling that we and our modern airplane were so far outclassed by something and something else that it wasn't at all funny.

On the night of July 14, 1952, we were carrying a Pan American World Airways DC-4 from New York to Miami. There was a crew of three—Captain Fred Roepke and ourselves—and ten passengers, company personnel and their families. The night was clear and visibility unlimited. The only clouds, practically invisible to us, were reported to be thin cirrus, three-tenths, at 20,000 feet. Occupying the pilot and co-pilot seats, we flew at 8,000, cruising on the automatic pilot over Chesapeake Bay, as we approached Norfolk, Virginia. (Continued on page 140)

TRUE - October 1952

55

The July 14, 1952 Pan American Airways case; *True Magazine* October 1952

**Special Theme Issue . . . The Three Faces of UFOs**

**Journal of UFO History**  
**A Publication of the**  
**Donald E. Keyhoe Archives**

**Editor: Richard H. Hall**

Published six times per year

Subscription rates:

1 year - \$28.00  
 2 years - \$50.00



Copyright © 2006 - Richard H. Hall

Published by Brentwood Press  
 4418 39<sup>th</sup> Street  
 Brentwood, MD 20722-1021

**E-mail: [dh12@erols.com](mailto:dh12@erols.com)**

**PayPal\***

*Subscription renewals, gift subscriptions, and contributions to support historical UFO research may be made via PayPal at the above e-mail address.*

***In this issue . . .***

Air Force takes new approach . . . . .	3
Temperature inversion theory . . . . .	4
George Adamski & contactees . . . . .	7
"Swamp gas" follow-up . . . . .	8
Ruppelt's "Best Unknown" Case . . . . .	9
Early 1954 Sighting Chronology . . . . .	10

**EDITORIAL**

***The Three Faces of UFOs***

After the 1952 and 1953 sightings had raised the serious issue of possible visitors from outer space and the Air Force more or less went into hiding, the subject of so-called "flying saucers" caused schizophrenic reactions: The "three faces of UFOs" quickly emerged.

Maj. Donald E. Keyhoe and many military and civilian pilots insisted that the sightings were tantamount to proof of extraordinary craft in our skies, probably extraterrestrial in origin.

High-ranking Air Force generals also considered spaceships to be the most likely explanation, but when skeptical consulting scientists disagreed the Air Force leaders became ambivalent and went underground.

Scientists, including the Robertson Panel and especially Dr. Donald H. Menzel, debunked the sightings as so much popular fantasy.

At the same time, the "contactee" movement seized the limelight, led by "Professor" George Adamski with his claims of having contacted a Venusian saucer pilot in the California desert, later allegedly taking numerous rides in spacecraft piloted by noble beings from other planets.

The public in 1954 could choose to accept as valid the serious reports cited by Keyhoe, the debunking statements of scientists, or the far-out claims of the contactees. None of these "three faces" made complete sense, and so the result was total confusion; then and for many years to come. □



## AIR FORCE TAKES NEW APPROACH, ISSUES NEW ORDERS

A Commander's Conference was held January 13-16, 1954, at Ent AFB, Colorado Springs, Colo., headquarters of the 4602<sup>nd</sup> Air Intelligence Service Squadron (AISS), commanded by Col. John M. White, Jr. On the agenda was a briefing by Capt. Joseph A. Cybulski on a revised regulation, still under preparation at that time, governing investigations of UFO reports. Excerpts from the conference transcript follow.

First I wish to caution you that this regulation on UFOB reporting is only in draft form and that we are waiting for approval to go ahead from Headquarters USAF....The primary reason for our participation in this program is to solve a very perplexing problem for the Air Force and the country as a whole.

To the Air Force the investigations of the UFOB is very important. In all but a few cases a satisfactory solution has been reached and the Air Force feels that adequate, thorough investigative procedures can solve the small percentage of unsolved sightings. This is where we come into the picture....

The feeling is, both at Wright-Patterson and Washington, that we could be very instrumental in bringing this thing to a head once and for all....When requested by ATIC [Air Technical Intelligence Center], the 4602<sup>nd</sup> will conduct investigations, within our capability, and furnish air and ground transportation, to ATIC, and 4602<sup>nd</sup> representatives when feasible. Direct communication is authorized between us and ATIC....

When the 4602<sup>nd</sup> AISS exhausts all efforts to identify the object, we will turn it over to ATIC...Information relating to the UFOB will

"With the publication of AFR 200-2 in August 1954, ADC [Air Defense Command] was given the responsibility of conducting all field investigation within the Zone of Interior to determine the identity of any UFOB....The 4602<sup>nd</sup> AISS was indirectly designated as ADC investigating and collection agency of UFOB reports." - Summary from 4602<sup>nd</sup> AISS document.

be reported without delay to the nearest 4602<sup>nd</sup> unit....There's nothing classified about this. We want to make this as unclassified as possible. Unless, and this I rather doubt, unless it happens to be the real thing. In that case additional data will be necessary....All written reports will be prepared on the Form 112, short title, "UFOB."

Security: Reports should be unclassified, unless [the] data included necessitates a higher classification. ...

### *Editorial comment:*

The 4602<sup>nd</sup> AISS, geared to rapid field interrogations of downed enemy air crews in wartime, included parachutists and skilled linguists trained to operate in all terrains. They could be flown rapidly to the scene of action and parachute down on it.

Although the assignment of the 4602<sup>nd</sup> to the primary responsibility for investigating UFO sightings may appear to be an overkill approach, they at least promised to provide a rapid response capability and more thorough and professional investigations than those

*(Continued on next page)*

## 4602<sup>nd</sup> AISS, continued

often conducted by Project Blue Book.

Still, Capt. Cybulski's January 1954 briefing reveals the deep-seated Air Force bias that all except a few cases had been satisfactorily explained. The only reason that any UFO reports were unexplained was that someone had not tried hard enough to find an answer.

The Air Force culture seems to have been oblivious to the fact that credible witnesses were reporting inexplicable things which were consistent in appearance and behaving in strongly patterned ways that suggested high-performance, technological craft of some kind.

The Air Force line, while paying lip service to the notion of being open with information, continued to be that only "explained" cases could be released to the public. The guidelines contained all the usual pressures to find explanations at all costs, no matter how forced. And if a sighting still defies explanation, it should be given a "higher classification." □

### SUPPORT HISTORICAL RESEARCH

Two vitally important projects need your support: Fran Ridge is developing the NICAP web site into the premier repository for historical information ([www.nicap.org](http://www.nicap.org)) Will Wise is developing a searchable online database of the Blue Book microfilm files. ([www.bluebookarchive.org](http://www.bluebookarchive.org))

Each is supported only by a small group of volunteers. Please make a contribution today!

## TEMPERATURE INVERSION THEORY



### THE TRUTH ABOUT FLYING SAUCERS

One of America's leading astronomers goes into his laboratory at Harvard and disposes of the flying-saucer myth. He adds simple instructions for making flying saucers in your own kitchen.

By Dr. Donald H. Menzel LOOK June 17, 1952

About a month before the Nash-Fortenberry sighting of eight discs in formation and about 5 weeks before the first Washington, D.C. radar-visual sightings, LOOK magazine published a skeptical article by Harvard University astronomer Donald H. Menzel (see above).

**Sub-head:** One of America's leading astronomers goes into his laboratory at Harvard and disposes of the flying-saucer myth. He adds simple instructions for making flying saucers in your own kitchen.

Dr. Menzel invoked psychological explanations for UFOs, accusing flying saucer believers of unnecessarily "inventing mysterious forces and superhuman beings" when simple natural explanations were available. He attributed sightings to "optical phenomena, taking place primarily in desert regions."

**Conclusion:** Temperature inversions and resulting mirages (later invoked by the Air Force as we have seen), can account for UFO reports. □

## AIR FORCE METEOROLOGIST DEBUNKS TEMPERATURE INVERSION THEORY

### Technical Applications Center Report Endorses McDonald Analysis

In July 1952 following two weekends of radar-visual UFO sightings and jet fighter pursuits in Washington, D.C., Maj. Gen. John A. Samford, head of Air Force Intelligence, stood before the National Press Corps and said that the sightings were caused by temperature inversions. In effect, they were mirages caused by weather conditions. (See Vol. II, No. 4, pp. 3-5.)

Project Blue Book Status Report No. 8, December 31, 1952, the first such report issued after the Summer 1952 sighting wave (classified "Confidential: Security Information"), acknowledged privately and indirectly that the sightings had not been explained (p. 5):

#### IV. Proposed Theories as to the Nature of the Reports.

Several widely publicized theories as to the nature of the reported objects or phenomena have been advanced in recent months. These theories have been discussed with authorities on the subject of atmospheric physics and they have agreed that none of the theories so far proposed would account for more than a very small percentage of the reports, if any.

Capt. Edward J. Ruppelt, chief of Project Blue Book, reported in his 1956 book:

On each night [of the Washington sightings] there was a temperature inversion but it was never strong enough to affect the radar the way inversions normally do. On each occasion I checked the strength of the inversion....

He added the significant point that similar temperature inversions were present practically every night that summer, but there were no radar-visual UFO sightings except on the few nights in question. Also the radar personnel involved guided hundreds of aircraft into the airport on a regular basis and "they should know a real target from a weather target."

His conclusion: "So the Washington National Airport sightings are still unknowns." (p. 226).

Seventeen years later the Air Force Foreign Technology Division asked the Environmental Technical Applications Center (ETAC) to conduct a study of whether radar-visual mirages could be induced by weather conditions. The result was ETAC Report No. 6112.<sup>1</sup>

Some excerpts follow. The author notes in the introduction:

[Abnormal vertical density distributions in the atmosphere] can produce impressive visual illusions. Objects lying beyond the normal horizon become visible; the appearance of distant objects becomes distorted, and light reflected from the sky can lend the appearance of pools of water to a desert landscape. These are the phenomena we shall class as mirages.

There has been a tendency among commentators on unidentified flying objects

*(Continued on next page)*

---

<sup>1</sup> *Quantitative Aspects of Mirages*, by Frederick V. Menkello, 1<sup>st</sup> Lieutenant, USAF, April 1969, 26 pp.

## Radar-visual Mirages, continued

(UFO) to ascribe certain classes of UFO reports to mirage phenomena. We feel that this tendency is largely rooted in the emphasis on the qualitative – rather than the quantitative – treatment of mirages in nearly all of the meteorological and physical literature.. [The articles typically focus on single mirages and contain only] a few paragraphs of speculation on the distribution of atmospheric index of refraction which could account for such an appearance... .

This report is aimed at a quantitative exposition of the physical environment necessary to give rise to strong mirages. The reader will see that...mirages whose angular size much exceeds those of our everyday experience demand such enormous temperature gradients that they could appear only under highly artificial circumstances.

[The atmospheric “lenses” and “strong inversions” postulated as explanations by Menzel and others] would need temperatures of several thousand Kelvins in order to cause the mirages attributed to them. Needless to say, a few mirages would likely be the *least* spectacular aspect of such a feature of the atmosphere.

In later discussion the author makes it emphatically clear that temperature inversions and related atmospheric phenomena could not have been the explanation of the Washington, D.C., sightings (or the dozens of radar-visual pilot sightings similarly explained away under this rubric).

A mathematical model is presented to illustrate the ideal conditions for production of a mirage.

But, as we have argued previously, the temperatures required for this situation are

A principal difficulty with Menzel's mirage explanations is that he typically overlooks completely stringent quantitative restrictions on the angle of elevation of the observer's line of sight in mirage effects....Both observation and optical theory are in good accord in showing that mirage effects are confined to lines of sight that do not depart from the horizontal by much more than a few tens of minutes of arc. – Dr. James E. McDonald, atmospheric physicist, University of Arizona in *Symposium on Unidentified Flying Objects*, House Science & Astronautics Committee, July 29, 1968

prohibitively large and the angles of deviation much too small, thereby eliminating the possibility that reflections produce mirages at angles of one degree or more from the horizontal....We have shown that ground-based inversions leading to such a strong refraction do not exist, and therefore, *a fortiori*, they cannot exist aloft.

Finally the author states that his conclusions are the same as those cited by Dr. James E. McDonald in his presentation to the House Committee on Science and Astronautics for their 1968 UFO symposium, which he then quotes (See box.)

A notable fact is that the author's reference list includes no citations of previous Air Force scientific studies about radar-UFO sightings and mirages. Apparently there were none, and Gen. Samford's famous July 1952 statement was based exclusively on Menzel's theory. □

## THE CONTACTEES AND EMERGENCE OF GEORGE ADAMSKI

During the early 1950s, just as credible UFO reports from pilots and radarmen were convincing military leaders and the public that we had visitors from space, the colorful stories of the so-called "contactees" began to capture news media attention.<sup>1</sup>

Contactees like George Van Tassel and George Adamski claimed that they were in regular communication with benevolent visitors. Adamski at first reported (in a book primarily authored by Desmond Leslie)<sup>2</sup> meeting a spaceman in the California desert. Later, in a series of ghost-written books, he claimed that the space visitors had taken him on numerous excursions through space and shared their great wisdom with him.

The content of Adamski's escalating tales was, in fact, in the long tradition of occultism and mysticism which he cleverly adapted to the space age. His "message" struck a chord with New Age spiritual seekers, and he quickly attracted a cult following.

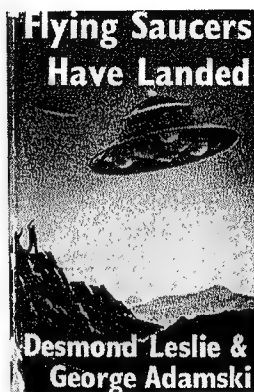
When Major Donald Keyhoe's book based mainly on Air Force intelligence reports was published in 1953, book reviewers often reviewed it along with the Leslie-Adamski book. After all, Major Keyhoe was claiming that we had visitors from space and Adamski as of 1953 was only claiming at that point

to have met one spaceman. He was also claiming to be a professor and an astronomer.

If Keyhoe's book was credible, then why not Adamski's? Who at that point was to say that the story was bogus? It

seems that a poorly informed public was unable to distinguish between a factual book by a reputable journalist and the tall tales of a snake oil salesman. Adamski in later books and on the lecture circuit contradicted himself repeatedly and was caught more than once telling false stories.

Thorough investigative reporting (sorely lacking then as it is now) might well have nipped the Adamski cult in the bud, since he had been peddling morality tales based on Eastern mysticism — now in the "flying saucer" era being attributed to spacemen — for many years and the evidence of that and of his occult roots was on file in the Library of Congress.)<sup>3</sup>



(Continued on next page)

---

<sup>1</sup> Jerome Clark, "Contactees" in *The UFO Encyclopedia*, 2<sup>nd</sup> edition, Detroit: Omnigraphics, 1998, pp. 243-254.

<sup>2</sup> Desmond Leslie and George Adamski, *Flying Saucers Have Landed*, New York: British Book Centre, 1953.

---

<sup>3</sup> George Adamski, *Pioneers of Space; a Trip to the Moon, Mars, and Venus* [stated fiction], 1949; *Wisdom of the Masters of the Far East*, Royal Order of Tibet, 1936



## "SWAMP GAS" FOLLOW-UP

Air Force consultant Dr. J. Allen Hynek, in one of the more famous incidents of UFO history, attributed March 1966 UFO sightings in Michigan to "swamp gas" (a.k.a., marsh gas). Newspaper editorials and cartoonists poked fun at this explanation, causing the Air Force a lot of embarrassment.

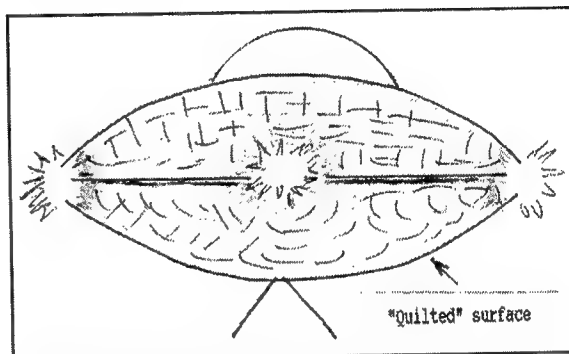
On the 2006 anniversary of the great swamp gas flap the *Ann Arbor News* on March 20 published a retrospective story by Jo Collins Mathis headlined: "UFO Mystery Still Haunts Some; 1966 Dexter Sightings by Residents, Officer Called Swamp Gas by U.S. Government."

Key witnesses included a Dexter Farmer, Frank Mannor, and his 18-year-old son, Ronald, who saw a glowing blue-green disc with body lights land in a swampy area, then take off with a whistling sound and pass directly overhead.

Dexter officer Robert Hunawill saw the object pass over his patrol car as it took off, briefly hovering overhead before maneuvering around the area.

Mathis interviewed the reporter who originally covered the story, who recounts Dr. Hynek's infamous press conference at the Detroit Press Club. Also interviewed was Douglas Harvey, who was Washtenaw County Sheriff from 1965 to 1972. Both men were convinced that what Mannors saw was something more substantial than swamp gas.

"They did see something," Harvey said. "I'll believe this to the day I die. Somebody has kept something quiet. ... So we don't know if it was the government experimenting, or was it really a UFO. I don't know."



"Swamp gas" UFO reported by Frank Mannor

## Adamski & contactees, continued

During the 1950s and 1960s the contactee movement evolved into a three-ring circus that led to ridicule of the entire UFO subject. The wild tales further frightened off scientists who evinced any curiosity about the serious sightings, because to accept them as valid seemed to imply an acceptance of contactee stories.

Skeptical scientists like Dr. Donald H. Menzel provided the third face of UFOs: total disbelief that precluded any actual study. Menzel, whose skeptical views were very often cited by other scientists who never bothered to study UFO reports for themselves, repeatedly made authoritative pronouncements that "flying saucers" obviously were nothing more than trivial natural phenomena exaggerated by human imagination. □

## NEW DATA ON RUPPELT'S "BEST UNKNOWN" CASE

Capt. Edward J. Ruppelt in his 1956 book said of the Ellsworth AFB, Rapid City, South Dakota, radar-visual UFO sighting: "This was an unknown—the best" He also inexplicably reported the date of the sighting as August 12, 1953. That incorrect date has persisted in the UFO literature ever since. (*The Report on Unidentified Flying Objects*, Doubleday & Co., pp. 303-305. See a brief summary of the case in the previous *Journal*, p. 9.)

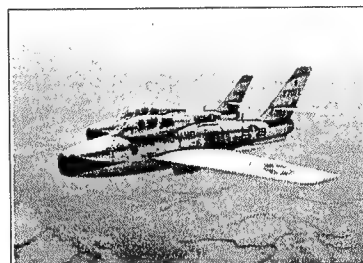
New information reported on the NICAP web site ([www.nicap.org](http://www.nicap.org)) sheds additional light on the case. Dr. J. Allen Hynek, Air Force scientific consultant, questioned the witnesses thoroughly later in 1953 and continuing into 1954. Documents posted on the NICAP web site now show that the correct date of the sighting was August 5/6, 1953, and that multiple objects were seen.

Some excerpts follow:

There were no balloons in the area at that time according to all records available to this unit....I do not believe they were stars, due to their erratic movements, the speed with which they closed in on this area, and the activity they accomplished while aloft....something of a completely unusual type was up there. (S/Sgt. Wesley N. Harry, 4773<sup>rd</sup> Ground Observer Squadron, Bismarck, N. Dak., 9 December 1953).

\*\*\*

In my opinion the blips observed on the scope were definitely the same [objects] as those observed in the sky at the time, due to the first sighting. I made contact twice with them and on the second occasion for about fifteen minutes at which time the aircraft were vectored toward them and had a Tally-Ho.....[The first was about two minutes as I got ten or eleven definite blips with the speed of the antenna set at six rpm....The second time in which I had another aircraft scrambled for the object was the longest as I carried it on the



F-84 interceptors in flight

scope for approximately fifteen minutes as it moved from the Northwest to East and then directly North on a heading of 360 degrees.

A fighter pilot had a Tally-Ho on the object. It would move erratically or seem to move north, stand still or with no movement. *The pilot stated that it would move with an up and down motion.* [Emphasis added.] I had the pilot climb to 26,000 feet indicating 330 knots. He was then above the object and getting in position for a pounce when the object started on a climb to the north with an estimated speed of near 1,000 miles per hour and it then left the scope. The speed was almost twice that of the F-84. The blips on the scope showed up to be approximately the same size as those made by a B-36. (Warrant Officer, j.g., Howell I. Bennett, USAF, 740<sup>th</sup> Aircraft Control and Warning Squadron, Ellsworth AFB, S. Dak.)

Warrant Officer Bennett said that his experience as a radar operator included tracking balloons, aircraft, and ground vehicles, and observing interference from other radar sites, and "I would definitely state that this was none of the above mentioned." The radar set was checked at the time and found to be functioning normally. □

## PILOTS, ASTRONOMERS, CIVIL DEFENSE AMONG WITNESSES: EARLY 1954 SIGHTING CHRONOLOGY

The year got off to a fast start in terms of significant UFO sightings, but the public at large had no idea what was going on because the news media in general no longer reported the sightings on any regular basis. Meanwhile, Major Donald E. Keyhoe continued his book tour and his investigations, publicizing the new sightings at every opportunity.

Early in 1954, while Maj. Keyhoe was continuing his promotional tour for his 1953 book *Flying Saucers From Outer Space*, he used his appearances on national programs to state his case about Air Force secrecy on UFOs.

During March 1954, he was working with the Senate Committee on Armed Services, chaired by Senator Francis Case, to expose Air Force secrecy. Some of the contemporaneous UFO sightings are reported in his 1955 book, where he also mentioned his plans to use a forthcoming appearance on the Betty White Show (NBC-TV) to put pressure on the Air Force. (*Flying Saucer Conspiracy*, Henry Holt & Co., pp.110-116.)

**January 1, Yarra Valley, Victoria, Australia.** At 10:15 a.m., Capt. Douglas Barker, a pilot for Australian National Airlines, observed a large elliptical, metallic-appearing object, that moved into and out of clouds. On the underside was what looked like an "observation car." To Capt. Barker it looked "like a metallic mushroom" although at times it appeared to be translucent. The object traveled at an estimated speed of 700 m.p.h. at very low altitude, and changed course. (Bill Chalker, *The Oz Files*, 1996, pp. 75-76; Keyhoe, *Flying Saucer Conspiracy*, 1955, p. 91.)

**January 3, Victoria, Australia.** An officer of the local branch, British Astronomical Association, at 11:00 a.m. observed an object about 60 feet in diameter at an estimated 30,000 feet altitude, rocking from side to side and flashing reflected sunlight. (Harold T. Wilkins, *Flying Saucers on the Attack*, 1954, pp. 311-312.)

**January 3, Quantico, Va.** Unidentified red-lighted objects were observed for several nights at the end of December and first few days of January above the Marine Corps base. A Marine detail searched the area where one of the objects had hovered as if about to land, but found nothing. (Keyhoe, 1955, p. 89.)

**January 8, Hamilton, Victoria, Australia.** At 9:45 p.m. a man saw an extremely bright orange object shaped like two saucers, one inverted on top of the other, in the northwest sky. The object emitted a vapor trail, and was visible for 30 minutes. (Wilkins, 1954, p. 315.)

**January 27, Sacramento, Calif.** Ground Observer Corps spotters saw a round, glowing red-orange object flying at an estimated 5,000 feet altitude. The  
(Continued on next page)

## Early 1954 Sightings, continued

object abruptly changed course and moved straight up into the clouds. (Keyhoe, 1955, p. 110.)

**February, U.S. Pacific Northwest.** Two Northwest Airlines pilots flying from Seattle, Washington, to Anchorage, Alaska, reported seeing a structured object move alongside their plane, its portholes emitting bluish light. The witnesses stated that the object was a vehicle "definitely under someone's control." (Leonard H. Stringfield, *CRIFO Newsletter*, Apr. 7, 1954.)

**February 1, near Tuscaloosa, Ala.** Office of Naval Research aircraft crew members saw six objects fly around a Skyhook balloon, hover, then ascend out of sight. (See Vol. II, No. 6, Jan.-Feb. 2006, p. 5. Air Force unexplained case.)

**February 15, Kilgallen statement.** Dorothy Kilgallen reported in her newspaper column: "Flying saucers are regarded as of such vital importance that they will be the subject of a special hush-hush meeting of world military heads next summer."

**February 21, Van Nuys, Calif.** A former Air Force pilot and his family at about 11:00 p.m. observed a luminous object moving rapidly on an erratic course in the western sky. The object made "... changes in direction impossible to any aircraft with which he was familiar." The next door neighbors, a former Marine Corps pilot and his wife, also saw the object.

As the first object disappeared to the west a second object approached from the north, circled over the area three times, then disappeared to the east. It appeared to be at an altitude of about 4,000-4,500 feet and about 30-50 feet in diameter. No sound was heard.

The second object was described as luminous, elliptical, red in the center, with an electric-blue luminosity at the edges. It circled at an estimated speed of 1,000 m.p.h. then accelerated to "a much higher rate of speed" as it disappeared to the east. (AF Office of Special Investigations "Spot Intelligence Report," 17 March 1954, in Project Blue Book files.)

**February 22, York, Pennsylvania.** A formation of 14 discs was reported by Ground Observer Corps spotters, flying at an estimated altitude of 15,000 feet headed south. The objects also were tracked on radar. When Air Force jet aircraft gave chase, the formation climbed at a steep angle into the sky. (Keyhoe, 1955, p. 100.)

**March 9, Cincinnati, Ohio.** An experienced private pilot and former military aviator at night observed a dark elliptical object surrounded by a bright halo of pulsating bluish-white light. At first the object was moving slowly to the south at an estimated 2,000-3,000 feet, then it hovered for 7 or 8 minutes over a General Electric plant. Finally the object moved toward the east accelerating rapidly, and disappeared in seconds in an almost vertical climb. (L.H. Stringfield, *CRIFO Newsletter*, Apr. 7, 1954; Keyhoe, 1955, p. 110.)

(Continued on next page)

### Early 1954 Sightings, continued

**March 22, Hazelton, Pa.** Four discs made close passes at an airliner in flight. The pilot radioed a report on the incident to the Civil Aeronautics Authority, and the CAA relayed the report to the Air Force. (Keyhoe, 1955, p. 114.)

**March 24, Fresno, Calif.** Mutual Radio Network newscaster Frank Edwards reported that Secretary of the Air Force Talbott, his air crew and aides, sighted a silvery, metallic-appearing disc about 1,000 feet below their aircraft in daytime. The object paced the plane, and when Talbott ordered the pilots to turn and investigate, it made a sharp circular turn, accelerated, and sped away. The incident was officially denied, reportedly deleted from all flight records, but both Maj. Donald E. Keyhoe and Leonard H. Stringfield obtained confirmation of the incident. (Stringfield, *CRIFO Newsletter*, June 4, 1954.)

**March 24, Guided Missile Range, Fla.** A Marine Corps jet pilot at 3:30 p.m. saw a round, silver-white object about twice the size of his plane streaking down in a high-speed dive. The object then stopped and hovered at about 3,000 feet. It had a Saturn-like ring around the center. The pilot banked his plane to try for gun camera pictures, but the object took off, accelerating rapidly and speeding out of sight. (Keyhoe, 1955, pp. 115-116; *Miami Daily News*, April 4, 1954.)

**March 24, Baltimore, Maryland.** A Civil Defense official at night saw a large formation of glowing blue triangular

objects in a V formation, moving silently from west to east. A larger object approached from the north and positioned itself at the head of the formation.

When an airliner was seen on its approach to the airport, six of the objects split the formation, executed a sharp turn, and headed toward the airliner in single file as the remaining eight objects continued eastward.

The objects changed to a purple hue when maneuvering. (Stringfield, *CRIFO Newsletter*, July 2, 1954; Keyhoe, 1955, pp. 114-115.)

**March 29, Philadelphia, Pa.** About 25 round, silvery objects were observed flying in formation from south to north at an altitude estimated to be 3,000 to 5,000 feet about 2:30 a.m. A luminous halo was visible around each object. No exhaust trails or smoke were seen.

One object toward the rear of the formation was about twice the size of the others. Within the formation the objects were grouped in threes, two side by side and a third one following. The objects displayed a slight up and down oscillation as they flew. The sighting lasted for 1-2 minutes.

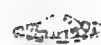
At first the objects appeared to be flying on a straight course, each emitting a short flame trail. No sound could be heard. During the sighting one of the objects veered away with "tremendous speed, and then it came back and rejoined the formation."

(AF Office of Special Investigations "Spot Intelligence Report," 2 April 1954, in Project Blue Book files.) ●



# Journal of UFO History

A Publication of the Donald E. Keyhoe Archives



---

Vol. III, No. 2

May-June 2006

---



Capt. Edward J. Ruppelt, USAFR - True magazine, May 1954

## Journal of UFO History

A Publication of the  
Donald E. Keyhoe Archives

**Editor: Richard H. Hall**

Published six times per year

Subscription rates:

1 year - \$28.00

2 years - \$50.00



Copyright © 2006 - Richard H. Hall

Published by Brentwood Press  
4418 39<sup>th</sup> Street  
Brentwood, MD 20722-1021

E-mail: [dh12@erols.com](mailto:dh12@erols.com)

**PayPal\***

Subscription payments and  
contributions may be made via  
PayPal at the above e-mail address

### *In this issue . . .*

Ruppelt True article . . . . .	3
Navy ship encounter with UFO . . . .	5
Dialogue With Jerry Clark . . . . .	6
April-May 1954 chronology . . . . .	9
High-level Air Force news . . . . .	11
B-29 encounter with UFO . . . . .	12
Obituaries . . . . .	12

## EDITORIAL

After his retirement from the U.S. Air Force late in 1953, Capt. Edward J. Ruppelt began speaking out publicly about what he had learned as Chief of Project Blue Book.

At this time, Ruppelt was friendly with Maj. Donald E. Keyhoe and for several years, exchanged information with him and sought his advice on possible publications. (See Vol. II, No. 2, May-June 2005.)

Michael David Hall and Wendy Ann Connors in their book *Captain Edward J. Ruppelt: Summer of the Saucers -1952* (Albuquerque, N. Mex.: Rose Press International, 2000, pp. 237-258) report extensively on Ruppelt's post-Air Force UFO-related correspondence, including several letters exchanged between Ruppelt and Keyhoe.

As can be seen from Ruppelt's May 1954 article in *True* magazine (see story, page 3) and subsequent events, Ruppelt was more cautious and conservative in his public comments than Keyhoe, seemingly a true skeptic (doubting but open-minded, and even openly suggesting that UFOs *possibly* were extraterrestrial in nature but there was no proof of it. However, he had no strong convictions about this and frequently wavered in his opinions.

On December 8, 1954 Ruppelt wrote Keyhoe:

I have been dickering with a publisher for a book....I think that the book will surprise you. It will tell the *whole* UFO story....As you know the *True* piece wasn't cleared [by security review] and I had a different outlook on things then. The movie [U.F.O. by Greene-Rouse] is coming along slowly. I'd say that it will also be a bang up deal. They have some stuff that will shock a lot of people. □

## RUPPELT'S FIRST REPORT ON UFOs: 1954 TRUE MAGAZINE ARTICLE

Capt. Edward J. Ruppelt served as Chief of the Air Force Project Blue Book UFO investigation from late 1951 through late 1953. Soon after his retirement from the Air Force he wrote the article "What Our Air Force Found Out About UFOs" for *True* magazine, published in the May 1954 issue. At this time he was friendly with Maj. Donald E. Keyhoe and even discussed the forthcoming article with him.

The article leads off with the August 1953 Rapid City, South Dakota, "best unknown" case, of which Ruppelt says:

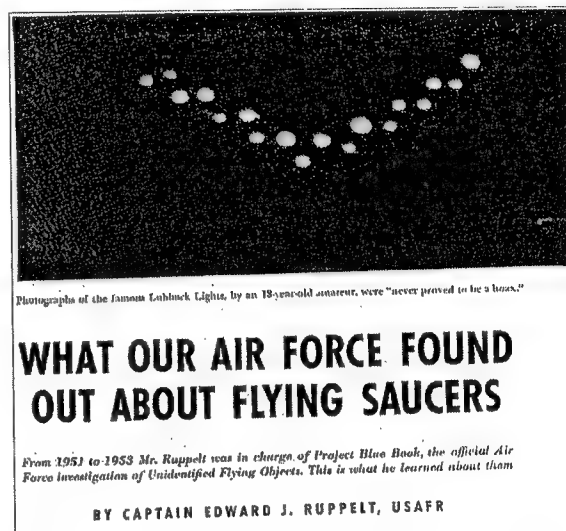
There were simultaneous visual sightings from two ground sites linked by telephone, simultaneous ground and radar sightings, simultaneous ground radar and jet-visual sightings, a pursuit in which the UFO outran the jet, a reversal in course, a second jet-visual sighting confirmed by ground radar, and air-radar "lock on" and finally a sighting from the ground hundreds of miles away.

In describing the evolution of Air Force thinking on the subject, he observes:

The early dispute over the handling of the Unidentified Flying Object stories was settled by the UFOs themselves. They persisted, month after month, with a hard core of incidents that came from seasoned observers and defied analysis.

He then presents a brief history of UFO sightings and news coverage, and describes his early investigations starting in late 1951. These included the August 31 Lubbock Lights and September 11 Sandy Hook, N.J. radar-visual sightings. Earlier cases from Air Force files also are reviewed.

In retrospect, Ruppelt generally debunked or downgraded many of the



"classic" cases, including the Lubbock Lights. Capt. Mantell chased a Skyhook balloon to his death. Lt. George Gorman who had a "dogfight" with a UFO near Fargo, N. Dak. and other pilots who had had similar experiences were chasing weather balloons.

Another investigator, Lt. Henry Metscher, decided that the 1951 Sandy Hook case probably was a balloon and weather had caused a false radar blip. (New findings reported on the NICAP web site cast serious doubt on these conclusions.)

But Ruppelt also had a sense of humor:

I congratulated Metscher and settled down to the business of knocking off saucers like an ace skeet shooter. If the saucers can laugh

*(Continued on next page)*

## Ruppelt 1954 Article, Continued

(we had several that whistled), they probably zipped through the stratosphere chuckling to themselves.

Fresh out of the service, Ruppelt basically presents a defense of the Air Force handling of the UFO question, leaning toward the skeptical side but emphasizing that the investigations were tricky and many puzzles were involved.

One of the more important matters Ruppelt reports is his version of the 1953 CIA Robertson Panel study (whom he does not name or identify). Among other things, he notes:

At the end of the week, [the consulting scientists] unanimously concluded that we had nothing that proved – or even indicated – that any type of vehicle was violating U.S. air space. There was discussion that possibly some new natural phenomenon was causing some sightings, but this was rated doubtful.

In addition to viewing the 1950 Montana and 1952 Utah movies, Ruppelt reports, the Robertson panel also viewed two movies of UFOs taken on theodolite cameras at White Sands Proving Grounds, New Mexico, on April 27, 1950 and May 29, 1950.

In summary he says that obscured by all the IFOs and nonsensical reports, the case for UFOs rested on a small number of hardcore reports. Brief summaries are then given of seven incidents (including the Rapid City, South Dakota, case) that defied explanation during his tenure, virtually

Either the saucers are interplanetary or they do not exist. I do not believe that there is enough evidence at hand to choose between these alternatives. - Capt. Edward J. Ruppelt, May 1954

all of them Air Force pilot and jet intercept radar-visual cases, all in 1952 and 1953.

These cases and the hundreds more like them, are the core of the flying saucer mystery....They remain to baffle and intrigue millions....The mystery of the saucers is still as baffling as it was the day that Kenneth Arnold [reported his sighting in 1947.]

As for his personal conclusions:

Either the saucers are interplanetary or they do not exist. I do not believe that there is enough evidence at hand to choose between these alternatives....As staggering as the implications may be, to my mind this is the most acceptable theory – if the saucers exist. There is no other alternative.

And finally,

The Air Force has never ruled out the possibility that we are being visited from outer space. It says only that it has no evidence to support this possibility. □

---

▣ The complete *True* magazine article "What Our Air Force Found Out About Flying Saucers," May 1954, can be viewed on the NICAP web site maintained by Francis L. Ridge. See [www.nicap.org/true-rup1.htm](http://www.nicap.org/true-rup1.htm)

## BALL OF LIGHT PLAYS TAG WITH U.S. NAVY SHIP

Early in 1954 a Navy "Landing Ship Tank" LST-532 was at sea with the Sixth Fleet. On a clear, cold night with calm seas, the crew was watching a movie on the tank deck when an alert was given about an unidentified white light near the ship. The crew went topside and everyone saw a bright light about 200 yards off the port bow.

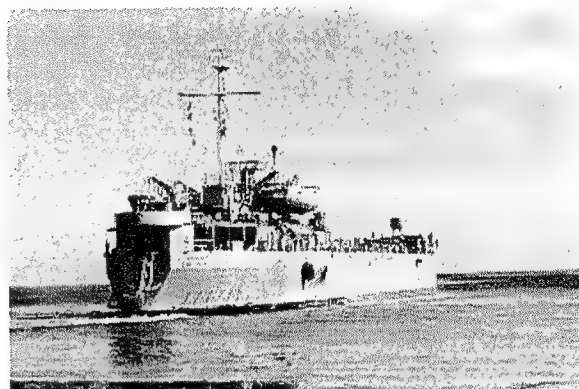
In a 1978 letter to the Center for UFO Studies, crew member Frank Lusch described what happened next:

[T]he order was given to turn the spotlight on the light [object]. When the light hit the object, it was clear that [it] was *above* the water. For approximately 5 minutes it stayed in the same place. Although we were traveling at approximately 10 knots, we did not overtake the light.

[Then] the object came toward the ship at a rapid rate of speed. It came within about 10 yards of the ship and then veered toward the stern ..., remaining approximately 200 yards away.

The captain ... ordered all engines stopped. Then engines were started up and he turned the ship toward the light (port) and took a run at the light. The object backed off farther from us. [The captain] stopped engines again and the light came flying in at us and veered off.

This cat and mouse game went on for about 10 minutes. After this period the captain ordered a small boat (LCVP) in the water to investigate. ...When the boat was put in the



**LST-532 in its 1971 transport configuration (U.S. Navy photo.)**

water [with three-man crew] it made a run at the object and at that time the object disappeared. We stayed in the vicinity for about an hour, but the light never reappeared.

Lusch reports that naval command in Naples was notified of the incident, and when the ship reached port at Malta about 8:00 a.m. the crew was met by members of Naval Intelligence and interviewed individually.

"Although there was no fear at the time," he said, "the crew was left with a feeling of anxiety because we didn't know what we were dealing with."

The captain of LST-532 in 1954 was Lt. Cmdr. Lloyd V. Sternberg.

(Loren E. Gross, *The Fifth Horseman of the Apocalypse, UFOs: A History*, January-May 1954, Supplemental Notes, p. 11.)

LST-532 during world War II participated in the Normandy invasion in June 1944. After June 1955 it was transferred to the Military Sea Transportation Service. In its original amphibious landing craft configuration its crew complement was 7 officers and 104 enlisted men.



# Dialogue with Jerome Clark

By Richard Hall



Jerry Clark, Helene Henderson, wedding, Jan. 2002, Father Paul Schumacher on right.

Jerry Clark is the dean of UFO historians, in all aspects of the subject, so it is a pleasure to interview him for the *Journal*. His writings on anomalous phenomena (a.k.a., "Fortean phenomena") comprise an important corpus of knowledge and theory. To me, he is a truly peerless analyst, commentator, and philosopher of UFO data as well as other unexplained phenomena.

Clark majored in English and political science, and continues to practice both disciplines vigorously. He is a board member of the Center for UFO Studies and an editor of the Center's *International UFO Reporter*. He also has some other, lesser known, talents.

Hall: What is your earliest recollection of being interested in or curious about UFOs?

Clark: I can recall when I first *heard* of flying saucers. Like most American families in those days, we subscribed to *Life*. I remember telling some kids up the street about an article in that magazine - the famous April 7, 1952, issue, I know now - concerning "flying saucers" and how "some people think they're from outer space." That's all I knew, and I knew even that much because my dad had told me about the piece after, intrigued by the illustrations, I'd asked him. I was too young to read it for myself.

Hall: Was it a stand-alone interest, or in the context of curiosity about anomalous phenomena in general?

Clark: No, it wasn't a "stand-alone interest" in the latter 1950s, when I read Ruppelt, learned of Charles Fort,

and developed an active involvement. But it was the primary interest in an over-all fascination with "true mysteries." My interest in psychic phenomena, however, cooled long ago. My interest in visionary experience, barely extant then, has grown enormously, especially in the past decade or so.

Hall: As teenagers many of us made scrapbooks or wrote letters to UFO magazines, or formed clubs. Did you go through a phase of that sort?

Clark: Oh, yes. In the fall of 1960, while on a vacation trip with my parents and brother, I found *Fate* in a drug store. In that magazine I noticed an ad for Ray Palmer's *Flying Saucers* magazine. I subscribed to that, *Fate*, and *Flying Saucer Review* (FSR), and from there was introduced to the subculture of ufology and ufologists.

(Continued on next page)

## Clark Dialogue, Continued

Hall: What would you say was your first more serious, scholarly effort in the UFO field? And how do you think it stacks up today?

Clark: I started writing for *FSR* in the mid-1960s. I believe I may have been the first to observe that high-strangeness UFO encounters, for example instances in which some significant interaction between witness and UFO entities is reported (I'm not referring to the classic contactees, most of whom I considered even when young and naïve to be conscious hoaxers), have a reflective quality to them.

By that I mean the experiences have a way of reflecting cultural expectation, while not being generated by cultural expectation. This is a thread of thought to which I've returned in recent years. On the other hand, much of what I wrote in the 1960s and '70s, including some early books, makes me wince these days.

Hall: Your encyclopedias and magazine articles about UFOs are very well known. Are there any particular editions or specific articles that you would recommend to a beginner—an intelligent and perhaps skeptical novice in the field?

Clark: My major scholarly undertaking, of course, was *The UFO Encyclopedia*. The second edition (published in 1998) will be my one lasting contribution to this field.

All modesty aside, I think that anybody who comes into this has at least to start with it – and also, I might add (and not just because I happen to be talking with you; I say the same thing behind your back), your masterly *UFO Evidence II*.

The finest scholarly book ever written on the broad question of anomalous experience is, in my opinion, David J. Hufford's *The Terror That Comes in the Night*.

Hall: Here and there you have reported how your views on UFOs changed over time, including your attitude toward the extraterrestrial hypothesis (ETH). Could you discuss that transformation briefly?

Clark: You have to find a way to think about these things. Anomalies, especially those of the highest strangeness (the focus of my interest in recent years), challenge us to think in sometimes radically new ways.

To find your way to any kind of understanding, you have to break down old categories and accept the reality of experiential possibilities divorced from – perhaps – even *imaginable* explanations, including explanations that by ordinary standards look extraordinary.

Hall: Given the broad array of anomalous phenomena (focusing on the physical and/or physiological types), how do you think UFOs fit in?

Clark: All of us involved in this field think and speak of "the UFO phenomenon." Perhaps, however, it would be better to use the plural: "UFO phenomena."

Or, as I find myself doing at times when I am trying to elucidate what is specific about UFOs as a class, a "core phenomenon"; that is, the phenomenon of demonstrable events: radar/visuals, landing traces, photographs, and the like. The sorts of cases, in other words, that give us arguable evidence of physical presences and artifacts associated with an advanced technology. These comprise the case for ET visitation.

One could also add that if the galaxy is densely populated, as one school of exobiology holds, visitation from elsewhere is not only a possibility but something like a certainty.

Hall: So you consider the extraterrestrial hypothesis (ETH) to be reasonable?

(Continued on next page)

## Clark Dialogue, Continued

Clark: I am not myself a "proponent" of the ETH, as I often see myself characterized, usually in unfriendly writings by my debunker critics. I simply see it as a genuine possibility, while in general I grow ever more puzzled and uncertain for reasons having to do with a keen sense of the limitations of both knowledge and language.

I realize that the very idea of a "core phenomenon" is just a way of thinking and of drawing distinctions, but not a proved fact of nature. Still, unless one wishes to communicate through a fog of asterisks and footnotes, it has its uses.

Hall: What I'm driving at is this: do you tend to think of the broad spectrum of anomalous phenomena as being somehow interrelated? Perhaps part of some presently uncomprehended nexus? For example, I tend to see no connection (at least no *necessary* connection) between UFOs and, say, Bigfoot, cattle mutilations, or ancient artifacts.

Clark: If we are talking about my "core phenomenon," I agree. But another level, the level of extraordinary experience as (arguably) distinct from the anomalous event, all sorts of things *perceived* as ufological may be related only on the thinnest of surfaces; they may be more truly linked to a wide range of bizarre experiences with no specifically UFO imagery.

I call these "extreme experiential claims." These sorts of phenomena feel quite real to those who experience them, and indeed they *can* be experienced, but they are not "real" in any conventionally understood sense, nor are they "unreal" in that definition.

They always come, too, clothed in the appropriate cultural garb, conforming to our expectations of what might, loosely speaking, be called "supernatural

experience." These experiences are *extremely* anomalous.

Hall: Tell us about the other Jerry Clark, outside of UFOs and anomalous phenomena. Your interests in music, folklore, etc. Your lyrics writing. Our shared interest in Wyatt Earp and western lore.

Clark: I am quite political -- a liberal and an active Democrat -- and I am a serious student of (and writer on) folk and folk-based musics. I've had songs recorded by prominent artists, including Emmylou Harris and Mary Chapin Carpenter.

I am happily married (to the woman whom I met when she was given the task of editing the then-in-progress *UFO Encyclopedia*) and the father (from my first marriage) of Evan and Molly, both grown and doing well in the world. I joined the Roman Catholic Church a few years ago. Some days I am a Christian agnostic and, on others, an agnostic Christian. And as you mentioned, we share an interest (which comes out of a lifelong involvement with American history) in frontier life and lore and, especially, the great (and widely misunderstood) Wyatt Earp.

The frustrating thing is that the older you get, at least if you stay intellectually active (and I am nothing if not intellectually active), the more fascinating the world becomes, and one's interests grow exponentially.

My most recent reading consists, for instance, of Jaroslav Pelikan's *Whose Bible Is It?*, Carol Zaleski's *Otherworld Journeys* (a scholarly analysis of medieval visionary experience), Bill C. Malone's *Country Music U.S.A.*, and Sean Wilentz's *The Rise of American Democracy*. So many books, so little time. □

**Books by Jerome Clark:** *The UFO Encyclopedia, 2<sup>nd</sup> Edition*; 2 volumes (Detroit: Omnigraphics, Inc., 1998); ● *Strange Skies: Pilot Encounters With UFOs* (New York: Citadel Press, 2003); ● *Unnatural Phenomena: A Guide to the Bizarre Wonders of North America* (Santa Barbara, Calif.: ABC-CLIO, 2005).

## April-May 1954 Sighting Chronology: Formation Flights, Aircraft Encounters, Other Patterns Emerge

During January and February, formations of UFOs were sighted on several occasions, and both civilian and military aircraft had close encounters. (See previous issue.) These patterns continued in April and May, and new ones also emerged. Such structural features as domes and portholes were increasingly reported during relatively close-range daylight sightings. People were reporting distinctly craft-like objects.

**April 12, Macclesfield, Cheshire, England.** An ex-Royal Air Force service man reported seeing a rounded object flat on top passing to the north at 6:15 p.m. The object accelerated rapidly and disappeared in the east. The commandant of the RAF base at Ringway was quoted as saying: "I can make no comment on this phenomenon. I have forwarded a report to higher authority." (Harold P. Wilkins, *Flying Saucers Uncensored*, 1955, pp. 66, 204.)

**April 21, Anchorage, Alaska.** A glowing object was observed through binoculars as it made four quick passes across Cook Inlet, its light clearly reflected in the water. At one point the object briefly paced an aircraft. The sighting was reported to Air Force Intelligence at Elmendorf Field, and the *Anchorage Daily News* carried a front-page report on UFO sightings over a 3-week period. (D.E. Keyhoe, *Flying Saucer Conspiracy*, 1955, p. 133.)

**April 28, near Geelong, Victoria, Australia.** On a bright clear morning along the Cressy-Ararat railway line, railroad engineer A. E. Smith and his fireman, Colin Beacon, observed an enormous dark blue-black object maneuvering erratically in the sky. The object dove at their locomotive drawing within about 350 feet, then climbed away and hovered above them. The exact shape of the object could not be determined since it appeared

to be surrounded by haze. "We both saw it stand still in the air," Smith said. "It was frightening the way it just seemed to hang stationary in the air, like a monster hovering over us, unlike any possible aircraft...." (Wilkins, *Flying Saucers Uncensored*, p. 122; Bill Chalker, *The Oz Files*, Duffy & Snellgrove, 1996, pp. 78-79.)

**May 1954, E.J. Ruppelt** article in *True* magazine.

**May 5, Cincinnati, Ohio.** Throughout the evening from about 8:00 to 10:30 p.m., numerous citizens saw hovering and maneuvering oval or elliptical luminous objects, at times flashing or pulsating. Two jet aircraft were seen by the witnesses circling the area during the sightings. (L.H. Stringfield, *CRIFO Newsletter*, June 4, 1954.)

**May 6/7, Washington, D.C.** During the afternoon and evening National Airport police and air police observed several large glowing objects that maneuvered over the airport. Around noon a team of radar experts working with a special new radar system detected a huge object, determined to be 250 feet in diameter, at a height of 15 miles.

For about three hours the object alternately hovered, and moved from point to point at about 200 m.p.h. Several other radar sites were alerted

(Continued on next page)

### April-May 1954 Chronology, Continued

and also tracked the object, which finally moved away to the west. (*Washington Post & Times Herald*, May 14, 1954; *CRIFO Newsletter* June 4, 1954, from Frank Edwards; Keyhoe, *Flying Saucer Conspiracy*, 1955, p. 144.)

**May 12, Dayton, Ohio.** At about 7:00 p.m., numerous witnesses reported seeing a glowing red disc, like a "dinner plate on edge," that hovered for about 15 minutes. The object then tipped at an angle appearing to change shape and moved away leaving a flame-like exhaust trail. One of the witnesses phoned Wright-Patterson Field and was told that jet fighters had already been scrambled to investigate before his call. (Stringfield, *CRIFO Newsletter*, June 4, 1954.)

**May 13, Mutual Broadcasting System.** Maj. Keyhoe report the UFO sighting by Air Force Secretary Kimball on Frank Edwards national news program. (See story, page 11.)

**May 14, Dallas, Texas.** In mid-afternoon four Marine Corps jet pilots flying at 42,000 feet saw a formation of 16 discs below them. The pilots dove at the UFOs and tried to box them in, but the objects shot away with a sudden burst of speed. (Keyhoe, 1955, p. 145.)

**May 15, Amarillo, Texas.** Gen. Nathan B. Twining, Air Force Chief of Staff, in a public talk stated that the service was seriously investigating UFOs and that credible people had reported cases that could not be explained. (See story, p. 11.)

**May 15, Southampton, England.** Astronomer W. Oliver at 11:30 p.m.

observed a V-formation of discs through an astronomical telescope as they transited the moon. The objects had domes on top, and the larger (closer) ones had five lighted windows. (*Flying Saucer Review*, London, July-August 1955, p. 25.)

**May 24, Taranaki, New Zealand.** The pilot and passengers of a Cessna monoplane departing at daybreak for a flight to Tahora were startled to see three red-orange oval or disc-shaped objects hovering above their altitude of about 3,000 feet. As they continued on their course for about 3 minutes they saw a number of additional objects flying in a straight-line formation. "Suddenly all the objects climbed away steeply at great speed and disappeared." The three men all were experienced pilots, who said the objects were not conventional aircraft of any kind. (*Taranaki Herald*, New Zealand, May 25, 1954.)

**May 24, Dayton, Ohio.** While in flight near Dayton, the crew of an RB-29 photo reconnaissance plane saw a bright circular object with a mirror-like finish pass below it at about 600 m.p.h. The object was at about 6,000 feet, and about 125 feet in diameter. The photo officer obtained a picture showing a circular blob of light with fuzzy edges, too bright for any details to be visible. Thorough investigation of the case turned up no explanation, and it was officially classified as an "unknown." (Ruppelt, p. 312.)

**May 30, Bainbridge, N.Y.** At 4:50 p.m. while waiting in a car for her husband, a woman saw a flash of light. She looked up and saw a silvery cigar-shaped object (a narrow ellipse),

(Continued on next page)



## SECRETARY OF AIR FORCE AERIAL ENCOUNTER WITH SILVERY DISC

As reported in the previous issue, Secretary of the Air Force Harold E. Talbott and his air crew had a daylight encounter with a silvery, metallic-appearing disc in the vicinity of Fresno, California, on March 24, 1954.

When Talbott ordered his pilot to turn and investigate, the disc made a sharp turn, accelerated, and sped away. The story was first aired publicly by Mutual Radio Network newsman, Frank Edwards, who later became a NICAP board member.

Edwards interviewed Maj. Donald E. Keyhoe on his news broadcast on May 13, 1954, asking him about the most recent developments on UFOs, and Keyhoe reported the incident at that time.

Maj. Keyhoe, as new documentation shows, learned about the incident from Edward J. Ruppelt with whom he was in close contact at this time.

In a May 11, 1954, letter to Ruppelt, Keyhoe said: "I'll try not to do anything, tied to your name, that will ever get you in any trouble. The latter applies, of course, to your news about the Talbott sighting." (Source: Edward J. Ruppelt private papers, Center for UFO Studies archives. Credit Loren E. Gross. *The Fifth Horseman of the Apocalypse, UFOs: A History*, 1954 January-May, Supplemental Notes, p. 42.)

For articles, information, and links to worthwhile UFO web sites see Richard Hall's web site:

**[www.hallrichard.com](http://www.hallrichard.com)**

## AIR FORCE CHIEF OF STAFF SAYS UNEXPLAINED CASES BEING STUDIED

Amarillo, Tex., May 15, 1954 (UP) - Gen. Nathan F. Twining, the Air Force's Chief of Staff, said today that the Air Force has the best brains in the country working on the "flying saucer problem."

Twining said that about 90 per cent of flying saucers are pure imagination. But the Air Force can't explain the other 10 per cent.

"We just don't know about that 10 per cent," he said. "If they are from Mars and there is a people and a world that far ahead of us, I don't think we have even to worry about it."

"So far," he said, "no facts have been uncovered to show that there is anything to flying saucers. But some very reliable persons have reported flying objects that can't be identified."

"We are certainly working on the problem and are not discounting all these reports," he said.

Twining spoke last night at an Armed Forces Day dinner at Amarillo Air Force Base.

---

### April-May 1954 Chronology, Continued

with what looked like four portholes on the side. The object was moving slowly on a horizontal path at low altitude. After about 5 minutes it accelerated rapidly and disappeared in seconds on an upward path.

The object had no wings or other protuberances of any kind and no sound was heard. "I had a clear view of a wide expanse of blue sky," she said. "If I hadn't seen the flash, I'd never have known it was there." (*FATE* magazine, November 1954; personal communications to R.H. Hall.) □

## CIRVIS Report: Air Force B-29 Bomber Encounter With Oval UFO

PRIORITY  
22 AUGUST 1953  
D187  
P 211000Z ZNY  
FM COMDR 4 RAD CLDR SQ HAMILTON AFB CALIF  
TO JEDEN/COMDR ADC ENT AFB COLO SPGEE COLO  
JEPHQ/SEC DEF WASHINGTON D C  
ZEN/COMDR 2S ADD HAMILTON AFB CALIF  
INFO ZEN/COMDR WADF HAMILTON AFB CALIF

R E S T R I C T E D /CIRVIS AMPLIFY FLYCDEPT CLN ON SIGHTING BY AF  
4876 AT 20/2100Z. P.D. TE-29 4876 ON TC BFG ATR15,700 FT ALTITUDE.  
AT 2100Z LEFT SCANNER OBSERVED OBJECT APPARENTLY MAKING PASS AT A/C.  
THREE SUBSEQUENT SIGHTINGS OF OBJECT MADE AS OBJECT MAKING APPROX  
RECIPROCAL TRACK TO AIRCRAFT AT FROM TEN TO TWENTY MILE DISTANCE.  
OBJECT ON THESE SIGHTING VIEWED FROM APPROX TEN OCLOCK TO SEVEN  
OCLOCK CHA RAPIDLY DISAPPEARING WHILE STILL WITHIN VISUAL RANGE. OBJECT  
DESCRIBED AS FROM SHAPLESS TO OVAL-SHAPED GRAYISH IN COLOR.  
LIGHT TRAIL NOTED ONLY ON PASS TOWARD AIRCRAFT. THIRD PASS  
WITNESSED BY RIGHT SCANNER FOR APPROX SIX SECONDS. WHETHER CLEAR  
WITH HAZE AND AT LEAST SIXTY MILES VISIBILITY. LAST PASS WHEN SEEN AT  
SEVEN OCLOCK APPEARED TO DIVIDE VERTICALLY AS THOUGH SIGHTING CONSISTED  
OF TWO OBJECTS IN FORMATION. ALL SIGHTINGS VISUAL AND SEEN FOR PERIODS

During the 1950s Joint Army-Navy-Air Force Publication (JANAP)-146 provided Communications Instructions for Reporting Vital Intelligence Sightings (CIRVIS) on a high priority basis by military and civilian pilots. The teletype reports were classified, with penalties for public disclosure under the Espionage Laws and the Communications Act of 1934. (See text of JANAP 146(B) in appendix of *Flying Saucer Conspiracy* by Donald E. Keyhoe, 1955.)

The CIRVIS report depicted here was transmitted to Air Defense Command, the Secretary of Defense, Joint Chiefs of Staff situation room, the CIA, and elsewhere by the crew of an Air Force B-29 on August 22, 1953 as a follow-up and clarification of an earlier report

Crew members had observed an object, at times seen to be "oval-shaped grayish in color" that made several passes at the bomber. The object left a "light trail...only on pass toward aircraft."

During the last pass the object appeared to split in two. Each pass lasted 2-3 minutes. Weather was "clear with haze and at least 60 miles visibility...."

"Speed could not be estimated. Object did not circle aircraft nor have fire in rear as previously reported." □

## OBITUARIES

**J. Richard Greenwell**, 63, long associated with the Aerial Phenomena Research organization (APRO) as an investigator and researcher and later a founder of the International Society of Cryptozoology. Greenwell, research coordinator for the Office of Arid Lands Studies, University of Arizona, died November 1, 2005 of cancer at his home in Tucson.

**Walter G. Haut**, 83, bombardier and navigator in the 509<sup>th</sup> Bomb Wing who in 1947 famously issued the press release at Roswell Army Air Base announcing that the Air Force had retrieved a crashed flying saucer. Haut, who in 1991 was a founder of the International UFO Museum and Research Center, died December 20, 2005 at his home in Roswell, N.M..

**Karl T. Pflock**, 63, Roswell skeptic who reported the "crashed saucer" wreckage was that of a Project Mogul balloon; author of the book *Roswell: Inconvenient Facts and the Will to Believe* (Prometheus, 2001). Pflock was a former CIA intelligence officer, a Congressional aide, and a deputy assistant secretary of defense in the Reagan administration. He died June 5, 2006, at his New Mexico home from amyotrophic lateral sclerosis.

Audio discs containing various aspects of UFO history from broadcasts and tape recordings are available from Wendy Connors at her Faded Discs web site. See:

[www.fadeddiscs.com](http://www.fadeddiscs.com)

# Journal of UFO History

A Publication of the Donald E. Keyhoe Archives

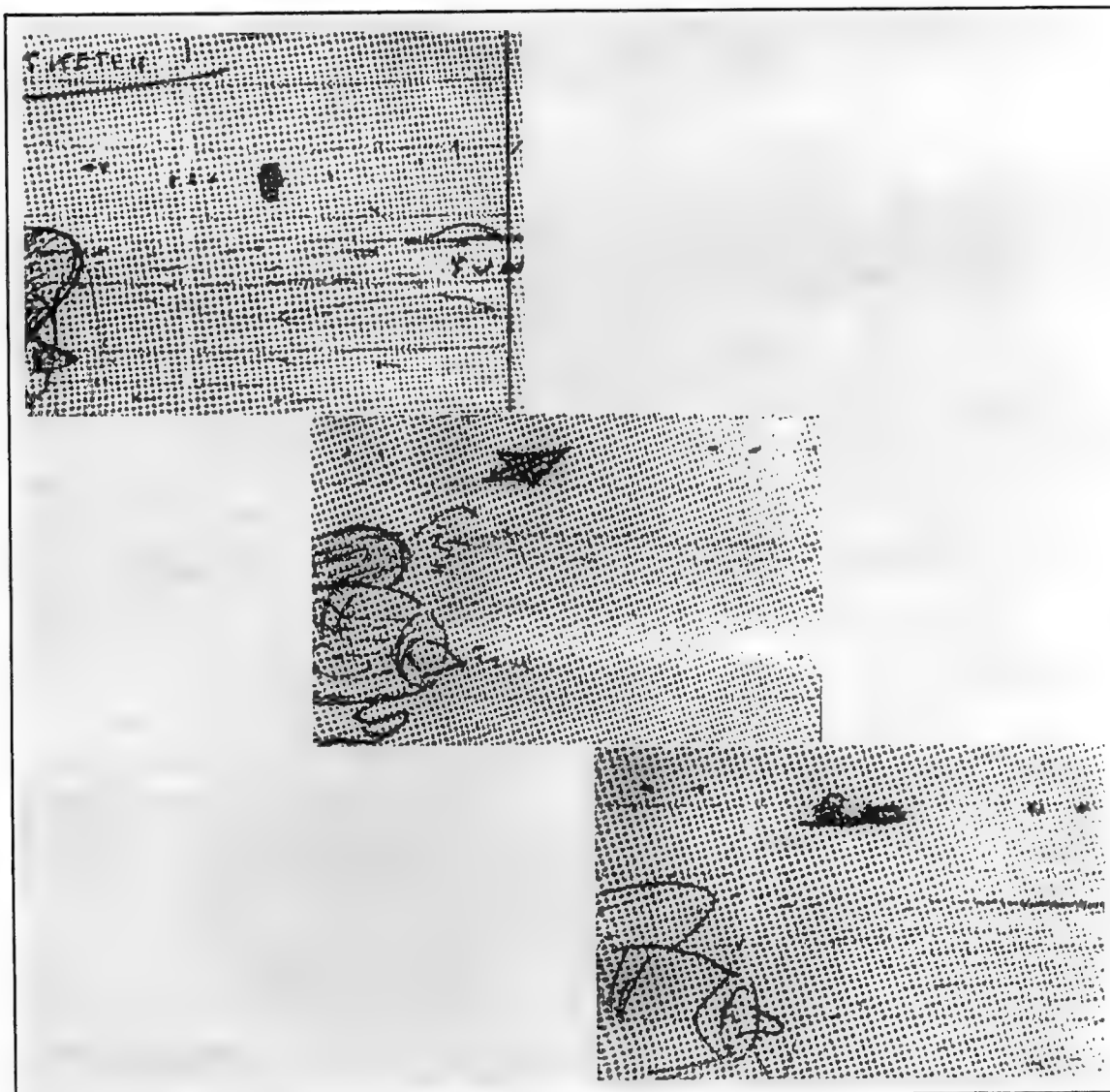


---

Vol. III, No. 3

July-August 2006

---



Pilot's sketches of shape-changing "Mother Ship" UFO with Satellite Objects, above North Atlantic June 29, 1954, to left of setting sun. Port wingtip and engine of plane in foreground. (See story page 3.)

---

## *Journal of UFO History*

A Publication of the  
Donald E. Keyhoe Archives

**Editor: Richard H. Hall**

Published six times per year

Subscription rates:

1 year - \$28.00  
2 years - \$50.00



Copyright © 2006 - Richard H. Hall

Published by Brentwood Press  
4418 39<sup>th</sup> Street  
Brentwood, MD 20722-1021

**E-mail: [dh12@erols.com](mailto:dh12@erols.com)**



Subscription payments, gift subscriptions,  
and donations may be made via PayPal at  
the above E-mail address.

### *In this issue . . .*

BOAC airliner paced by UFOs . . . . .	3
Satellite Object cases . . . . .	5
Missing F-89 found? . . . . .	6
Army sightings in New Mexico . . . . .	7
June 1954 sighting chronology . . . . .	9
UFOs and clouds . . . . .	11
Obituaries . . . . .	12

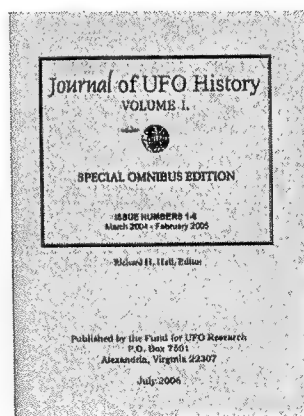
## **CORRECTION**

In the sighting chronology on page 10 of the previous issue, the entry for May 13, 1954, made reference to a sighting by Air Force Secretary Dan Kimball. As was correctly reported on the opposite page, it should have been Air Force Secretary Harold E. Talbott.

Secretary of the Navy Dan Kimball and Adm. Arthur Radford, commander-in-chief of the Pacific Fleet, had a similar UFO sighting during April of 1952. While en route to Hawaii, their executive aircraft was buzzed by two disc-shaped objects.

As a direct result of their sighting, a special study of UFOs was initiated in the Office of Naval Research. Adm. Delmer S. Fahrney confirmed this information to Dr. James E. McDonald in the 1960s.

## **VOLUME I OMNIBUS EDITION**



Vol. I of the *Journal of UFO History* is now available in a special omnibus edition published by the Fund for UFO Research in July 2006. Issues No. 1-6 are bound together with a durable cover,

with an added title page and Foreword.

The 75-page volume can be ordered directly from Richard Hall, \$25.00 postpaid. Or see Fund for UFO Research web site: [www.fufor.com](http://www.fufor.com)

## BRITISH AIRLINER PACED BY “MOTHER SHIP” WITH SATELLITE OBJECTS ABOVE NORTH ATLANTIC

A British Overseas Airways (BOAC) Stratocruiser bound from New York to London on June 29, 1954, was paced by a formation of unidentified objects at about sunset for 18 minutes.

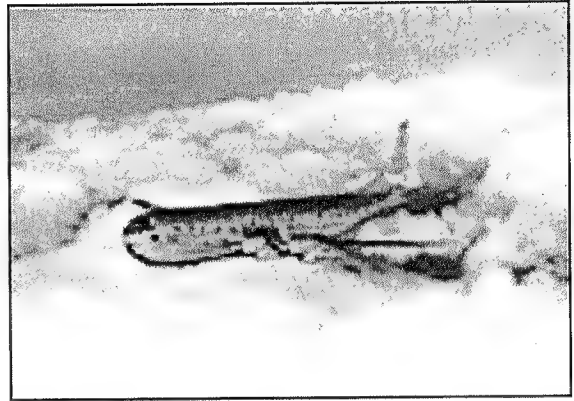
The airliner was flying on a northeast course at about 19,000 feet above some broken clouds at about 14,000 feet in fair weather with good visibility. At the controls was Capt. James Howard.

As the plane was crossing the St. Lawrence estuary near Seven Islands, Quebec, Capt. Howard noticed some strange objects off to the left flying on a parallel course. They were about 5 degrees to the left of the setting sun and were dark in silhouette, not glowing. In later interviews, Howard said:

They were below the cloud at this time, at a guess at 8,000 feet. Soon after crossing the coast into Labrador, the cloud layer was left behind and the objects now were clearly in view, seeming to have climbed more nearly to our altitude....

There was one large object and six smaller globular things. The small ones were strung out in a line, sometimes three ahead and three behind the large one, sometimes two ahead and four behind, and so on, but always at the same level.

The large object was continually, slowly changing shape, in the way that a swarm of bees might alter its appearance. They



**Boeing 377 Stratocruiser**  
(British Airways Museum photo)

appeared to be opaque and hard-edged, gray in color, no lights or flames visible.

After about 10 minutes, Co-Pilot Lee Boyd radioed Goose Bay, Labrador to seek information about what they were observing. The air traffic controller told them that an Air Force radar-equipped F-94 interceptor was on patrol, and they would vector it toward the airliner.

Goose Bay requested that the pilots change radio frequencies and talk directly with the fighter pilot. When they did so, the fighter pilot told them that he had their aircraft on radar. Capt. Howard gave the pilot a bearing of the objects from the Stratocruiser, and as he did so he noticed that the small objects had disappeared.

“My navigator [H. McDonnell] who was watching them closely at this time

*(Continued on next page)*

## BOAC airliner case, continued

said that they appeared to converge on, and enter, the large one," Howard said.

As the F-94 approached, the crew saw the large "mother ship" dwindle in size and disappear within a few seconds. Capt. Howard then began a descent into Goose Bay for a refueling stop, landing at 01:45 GMT.

"We were questioned at length by USAF intelligence at Goose Bay...[they] seemed totally unsurprised at the sighting [telling us] there had been several others in the Labrador area recently," Howard reported.

Years later Dr. James E. McDonald, a University of Arizona professor of meteorology and atmospheric physics, re-investigated the case. Following are excerpts from his case summary (See McDonald/NARCAP):

About 20 witnesses, including both passengers and crew, gave statements as to the unprecedented nature of these objects....No obvious optical or electrical explanation seems capable of accounting for this long-duration sighting. The objects were dark, not glowing, and their position relative to the sunset point precludes sundogs [parhelia] as an explanation.

Mirage phenomena could not account for the 80-mile persistence, nor for the type of systematic shape-changes described by the witnesses, nor for the geometrically regular formations taken up by the satellite objects as they shifted positions from time to time.

After the sighting was publicized widely, Capt. Howard received a letter from a doctor and his wife who had been in Massachusetts on the night in

This unusual sighting [the BOAC case] should therefore be assigned to the category of some almost certainly natural phenomenon, which is so rare that it apparently has never been reported before or since. - Dr. Gordon D. Thayer in *Scientific Study of Unidentified Flying Objects*, D.S. Gillmor, ed. (The University of Colorado Condon Committee report).

question and had seen a number of unidentified objects flying toward the northeast at the time that the BOAC Stratocruiser was in a holding pattern over Rhode Island.

"The doctor's sketch showed objects that looked very much like those the BOAC crew and passengers had observed." (Clark, 1998.)

**Editorial Note:** The Air Force Project Blue Book then headed by Capt. Charles Hardin evaluated the sighting as "Inversion reflection of the planet Mars."

## BIBLIOGRAPHY

Clark, Jerome. "BOAC Sighting" in *The UFO Encyclopedia, 2<sup>nd</sup> Edition*. Vol. 1, 1998, pp. 158-59.

Good, Timothy. *Above Top Secret: The Worldwide UFO Cover-up*. London: Sidgwick & Jackson, 1987, pp. 184-86.

McDonald, James E. "BOAC Incident (Case 6), Seven Islands, Quebec, June 29, 1954" on [www.narcap.org/McDonald3.htm](http://www.narcap.org/McDonald3.htm)

U.S. Air Force "Project 10073 Record Card" and "Case Summary Number 3."



## **SATELLITE OBJECT CASES**

# **LARGE "MOTHER SHIP" UFOs WITH ATTENDANT SMALLER OBJECTS: A PATTERN ANALYSIS**

Richard Hall coined the name "satellite object" case and presented a table of examples in *The UFO Evidence*, NICAP, 1964, pp. 15-17. Through 1961, 26 cases were recorded, six of them having occurred in 1952 and eight in 1954. As this original survey indicates, the Parent Object most often is cigar-shaped or tubular, oval, or disc-shaped, though spherical and other shapes also have been reported.

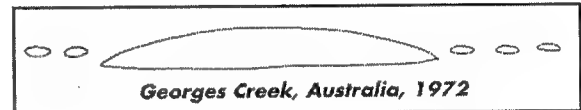
Later examples also indicate that satellite object cases tend to be of comparatively long duration (often 10-20 minutes). The aircraft-carrier-like launching and retrieving of smaller apparent craft may occur when the "Mother Ship" is hovering or when it is in motion. When a hovering large cigar-shaped craft is reported, very often it is oriented vertically or at a steep angle from the horizontal. (For additional details, see Taylor articles, *International UFO Reporter*.)

Satellite Object cases provide a particularly intriguing form of evidence suggestive of intelligence. These cases have been reported all hours of day and night and all over the world.

Some sample cases are recounted here that have features in common with the June 1954 BOAC case reported on pages 3-4 in which the "Mother Ship" appeared to change shape and the satellite objects were aligned horizontally with each end of it.

About 4:00 to 4:30 p.m. on the afternoon of October 16, 1953, a cigar-shaped object approached Brigandine, New Jersey, from over the Atlantic Ocean. Witnesses reported seeing 20 or more small white disc-shaped objects emerge from either end of the cigar. The discs, which were rotating, rapidly sped away. (Taylor, *IUR*, Summer 2004.)

On September 20, 1967, at Stoke-on-Trent, Staffordshire, England, at 8:30 p.m. on a clear, moonlit night, seven witnesses saw a bright silvery oval move slowly overhead, stop and hover. Two or three smaller round silvery objects then emerged from the larger object and sped off in different directions. (Stanway & Pace, 1968.)



(Adapted from *IUR*, Summer 2004)

A hovering cigar-shaped object was observed on July 6, 1968, at La Habra, California, with two smaller circular objects positioned beneath it. The discs rose and entered the Parent Object, which then took off. (Hall, 2001, p. 415.)

At 12:45 p.m. on September 10, 1972, at Georges Creek, New South Wales, Australia, an aircraft-carrier-like UFO was observed for about 10 minutes. A long cigar-shaped object was seen to emit about 20 smaller, disc-like objects from each end. The discs then grouped themselves into a formation and flew away toward the southeast. After they were out of sight, the "Mother Ship" climbed upward and out of sight in seconds. (Taylor, *IUR*, Summer 2004.)

On August 22, 1978, in Perth, Australia, Capt. Gordon Smith, a pilot with Murchison Air Services, reported seeing a large unidentified object that

*(Continued on next page)*

## Satellite Object cases, continued

emitted smaller satellite objects. After a while the smaller objects re-entered the Parent Object and it sped away. (Hall, 2001, pp. 124, 415.)

Employees of the Phelps-Dodge Corporation copper smelting site in Morenci, Arizona, watched a dark, boomerang-shaped object maneuvering over the plant at 8:55 p.m. on October 23, 1980. Small red-lighted objects emerged from the larger object and sped away. Later the smaller objects returned and merged with the Parent Object, which then sped away. (Hall, 2001, p. 40.)

A shape-changing "Mother Ship" was reported near Higher Chisworth, Glossop, England, during December 1974. At 7:30 p.m. witnesses saw an object that continually changed shape from round to oval to cigar-shaped, and back to oval. When displaying an elongated form, it was vertically oriented. As it hovered, several smaller spherical objects were discharged from the upper end, and sped away to the south. (Taylor, *IUR*, Spring 2004.)

## BIBLIOGRAPHY

Hall, Richard H. *The UFO Evidence*, NICAP, 1964, pp. 15-17.

\_\_\_\_\_. *The UFO Evidence*, Vol. II, Scarecrow Press, 2001, pp. 413-16.

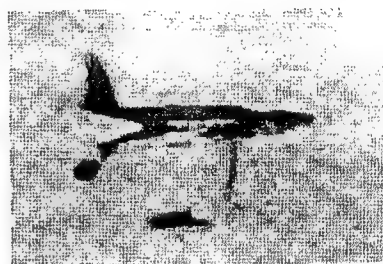
McDonald, James E. statement on NARCAP web site: [www.narcap.org/McDonald3.htm](http://www.narcap.org/McDonald3.htm)

Taylor, Herbert S. "Satellite Objects and Cloud Cigars." *International UFO Reporter*, 29(1), Spring 2004, pp. 3-10, 26.

\_\_\_\_\_. "Satellite Objects: A Further Look." *International UFO Reporter*, 29(2), Summer 2004, pp. 3-7, 25-27.

## MISSING F-89 WRECKAGE MAY HAVE BEEN FOUND

What may be the wreckage of the F-89C jet interceptor that went missing on November 23, 1953, while pursuing a UFO over Lake Superior has been discovered on the floor of the lake by the Great Lakes Dive Company. Radar observers in 1953 reported watching the jet and the UFO collide, then disappear from the scope. (See Vol. II, No. 6, pp. 11-12.)



Sonar image of wreckage from [www.greatlakesdive.com](http://www.greatlakesdive.com)

In August 2006 the company reported that it had found the mostly intact wreckage of the F-89C, and also a "mystery

object" close by, suggesting that the remains of the object with which the jet collided also was found. However, they refused to provide additional details on the grounds that it would compromise a documentary film being produced about their discovery.

In answer to questions from the editor, Adam Jiminez of Great Lakes Dive Company said that they had not yet found any positive identification such as a serial number. "We have determined this is the 1953 F-89C due to extensive imaging...as well as its location within the military search grid. It has been verified by structure to be an F-89C."

When asked about the approximate size, appearance, and structure of the "mystery object," Jiminez declined to elaborate "due to contractual obligation with the film distributor of the documentary."

"I will tell you this," he added. "It is definitely related to the crash, not part of the F-89C, and most certainly a 'mystery' object." □

## ARMY SPOOKED BY MYSTERIOUS SIGHTINGS OVER NEW MEXICO

Early in 1949, long before the major waves of UFO sightings that occurred between 1950 and 1954, mysterious lights cavorting over military installations in the Southwest caused serious concern to army officials. On January 3, 1949, Colonel. Eustis L. Poland on behalf of the commanding general at Fourth Army Headquarters, Fort Sam Houston, Texas, sent a memorandum to the director of Army intelligence in Washington, D.C. "Subject: Unusual Incidents."

Col. Poland attached a summary of 23 UFO sightings between December 5 and 29, 1948, 21 of them in New Mexico mostly in the vicinity of Los Alamos, and two near Albuquerque. The following is quoted from his remarks:

The appearance of the lights are of a definite pattern. All have been of an intense white or greenish white. The trajectory or path of flight has been north to east, north to west or west to east... Speed has been undetermined except that it seems to be above the supersonic range.

This office, the FBI and the intelligence agencies of Sandia Base and Kirtland Field have been unable to evaluate or determine the significance or origin of the phenomena. [The district office of the Air Force Office of Special Investigations] has obtained the services of Dr. Lincoln LaPaz [meteor expert].

Dr. LaPaz has, from descriptions of observations furnished him and, from personal observation [original emphasis], determined that the objects sighted are not natural meteoric phenomena. Dr. LaPaz is in consultation with other scientists in an effort to solve the problem but up to this time have arrived at theories only.

Among the theories being discussed were that the objects were man-made missiles deliberately designed to be self-disintegrating, and that the green-

CONFIDENTIAL	
HEADQUARTERS FOURTH ARMY Fort Sam Houston, Texas	
C O P Y	/dab 13 January 1949
452.1 AKADB	
SUBJECT: Unconventional Aircraft (Control No. A-1917).	
TO : Director of Intelligence, G2USA Washington 25, D.C.	
1. The inclosed Summary of Information, subject, "Unconventional Aircraft (Control No. A-1917," dated 13 Jan 49, is forwarded for your information and any action deemed necessary.	
2. Agencies in New Mexico are greatly concerned over these phenomena. They are of the opinion that some foreign power is making "sensing shots" with some super-stratosphere device designed to be self-disintegrating. They also believe that when the device is perfected for accuracy, the disintegrating factor will be eliminated in favor of a warhead.	
3. Another theory advanced as possibly acceptable lies in the belief that the phenomena are the result of radiological warfare experiments by a foreign power, further, that the rays may be lethal or might be attributed to the cause of some of the plane crashes that have occurred recently.	

January 13, 1949, Army memo

white color might be due to beryllium copper [sic], "a metal used in the construction of guided missiles."

It is of interest to note that at least two of the objects have been sighted directly over the Los Alamos AEC project. ...It is suggested that Fourth Army coordinate with the Air Force and the Air Materiel Command to conduct a scientific study of the phenomena. The situation is beyond the capabilities of ordinary intelligence agencies, who can only report occurrence and cannot evaluate the probabilities or possibilities.

In a follow-up memo to the Army director of intelligence dated January  
(Continued on next page)

## New Mexico 1949 sightings, continued

13, 1949, "Subject: Unconventional Aircraft," Col. Poland stressed that the military agencies in New Mexico were "greatly concerned" about these phenomena. (See insert of memo text, some excerpts of which follow):

[The military and intelligence agencies] are of the opinion that some foreign power is making "sensing shots" with some super-stratosphere devise designed to be self-disintegrating [sic]. They also believe that when the devise is perfected for accuracy, the disintegrating factor will be eliminated in favor of a warhead. ...

It is felt that these incidents are of such great importance, especially as they are occurring in the vicinity of sensitive installations, that a scientific board be sent to this locality to study the situation with a view of arriving at a solution of this extraordinary phenomena [sic] with the least practicable delay.

During the first week of February Dr. LaPaz investigated the report of an object that appeared to explode near Walker Air Force Base at Roswell, New Mexico. District OSI agent Paul Ryan coordinated a search of the area.

According to an FBI memo dated February 10, LaPaz conferred with Ryan the day before and offered his opinion about the aerial phenomena:

Dr. LaPaz advanced the theory to Ryan that the objects were controlled missiles traveling around the earth at an altitude of approximately 25 miles and at a speed of approximately 15 miles per second. The missile was probably controlled by agents stationed at various intervals who are able to bring the missile down over a designated area and explode it.

He [Ryan] stated that Dr. LaPaz added that he

believed the Russians or some other country was practicing with these weapons which carried no warhead and were being exploded at an altitude of approximately 10 miles. After the practice period LaPaz assumed the weapon would be loaded with an atomic warhead.

Despite some meetings which resulted from these Army initiatives, the resulting scientific interest can only be described as luke-warm and no serious study of the phenomena was mounted.

(Primary source: Army documents reproduced in Loren E. Gross, *The Fifth Horseman of the Apocalypse; UFOs: A History*, January-June 1949 Supplemental Notes.) □

## OTHER OPINIONS

Kenneth De Courcy, editor of the *London Intelligence Digest* in a public talk said he believes the "flying saucers" are the "spent cartridges" of secret U.S. guided missiles. (Miami Beach, Florida, (UP), May 1, 1950.)

The *London News Review* said that the "flying saucers" were high-speed targets used by the U.S. Air Force for practice with secret anti-rocket weapons. (London (UP), May 13, 1950.)

A spokesman for the Soviet newspaper *Pravda* said "flying saucers" were American pirate planes flying over other countries, and that rumors about them were a smokescreen spread by the "treacherous bourgeois press." (June 7, 1950 (NANA) by Steffan Andrews.)

Gen. Hoyt Vandenberg, Air Force Chief of Staff, told Boeing Aircraft officials that UFO reports are the result of "double vision." Vandenberg denied that they were secret U.S. weapons, adding "[They] certainly are not machines flown by men from Mars or from any foreign power." (Seattle. Wash. (UP), July 31, 1950.)

## JUNE 1954 UFO SIGHTING CHRONOLOGY: GIGANTIC HOVERING OBJECTS TRACKED ON RADAR

During early 1954, as Maj. Donald E. Keyhoe continued on the tour promoting his book *Flying Saucers From Outer Space*, both civilian and military pilots continued to report UFOs, and some were tracked on radar. Highly maneuverable round or disc-shaped objects were common. Huge glowing unidentified objects hovered at altitudes that interceptor aircraft could not reach, and apparent "Mother Ship" craft were observed.



MAJ. DONALD E. KEYHOE, author of "Flying Saucers From Outer Space," a national best-seller, will address the Cleveland Aviation Club tomorrow night in Hotel Carter.

Cleveland Plain Dealer  
photo April 13, 1954

June 1, Boston, Mass. The captain and crew of a TWA airliner approaching New York City on a flight from Paris, and personnel in the Logan Airport control tower, observed a large white disc-shaped object above the airliner as it passed over Boston. USAF jet interceptors were sent up to investigate the object

When he landed at Idlewild Airport, Capt. C.J. Kratovil was handed an Air Force statement saying the object was a balloon that had been launched from Grenier AFB, New Hampshire, and this statement was also given to the news media.

Said Capt. Kratovil: "I've been flying 27 years. If this was a weather balloon, that's the first time I ever saw one traveling against the wind. It sounds like a cover-up to me." (Keyhoe, *Flying Saucer Conspiracy*, 1955, pp. 149-150.)

June 11, Eastern U.S. While in the U.S. on a speaking tour, British astronomer Dr. H. Percy Wilkins was en route by airplane from Charleston, West Virginia, to Atlanta, Georgia, when he observed several disc-shaped UFOs. First he saw two yellowish objects "like polished metal plates" moving slowly northward opposite to the direction of cloud movement. Then he observed a third object, darker gray, moving rapidly northward. (Wilkins, *Mysteries of Space and Time*, Frederick Muller, 1955.)

June 12, Baltimore, Maryland. Before midnight a huge glowing object was tracked on Air Defense Command radar, its "blip" on the scope larger than that of a four-engine Constellation airliner. The UFO was observed by Ground Observer Corps posts over a 100-mile area between Wilmington, Delaware, and Washington, D.C.

The object was first moving at high speed, then stopped and hovered at 79,000 feet for nearly an hour. Jet interceptors were scrambled, but could not reach the object. Finally the object climbed steeply and disappeared. (Keyhoe, 1955, pp.161-62; *Wilmington Morning News*, July 9, 1954.)

(Continued on next page)

## June 1954 Chronology, Continued

**June 14, Baltimore, Maryland.** The same or a similar gigantic unidentified object again was tracked by Air Defense Command radar and reported by Ground Observer Corps filter centers as it hovered for two hours between Baltimore and Washington, D.C., at an altitude calculated to be 15 miles. Visual observations described it as "glowing orange-red." Once again jet interceptors circled helplessly below it before it sped away. (Keyhoe, 1955, pp. 162-63; *Wilmington Morning News*, July 9, 1954.)

**June 23, Vandalia, Ohio.** An Air National Guard F-51 pilot en route from Columbus to Vandalia about 8:00 p.m. was followed by an unidentified round white light. When the pilot tried to maneuver into position to see a silhouette, "It kept maneuvering around so it was against the darkened part of the sky."

A control tower operator at the Vandalia airport also observed the object through binoculars. When the pilot turned to give chase, the object "took off" and sped away to the southeast. (Stringfield, *C.R.I.F.O. Newsletter*, Aug. 6, 1954; Keyhoe, 1955, p. 167. Associated Press story June 25, 1954.)

**June 26, Columbus, Ohio.** Shortly after 7:25 a.m. the pilot of a United Airlines DC-6 flying at 20,000 feet was alerted by Air Defense Command radar to a UFO in his vicinity. The crew and passengers saw a pear-shaped "metallic blob," the sun reflecting brightly from its surface against a blue sky. The pilot made a wide circle so the passengers could see the object, now revealing an oval shape. Col. Fred Mowery,

one of the passengers, said: "I don't know what I saw; it wasn't like any aircraft I have seen." (Keyhoe, 1955, p. 168-69.)

**June 30, Oslo, Norway.** About 50 people in three aircraft during a solar eclipse expedition observed two "enormous" silvery discs which had a metallic glint at about 2:15 p.m. The discs swooped down from a sea of clouds and sped along the horizon tilted forward, one slightly above the other, then leveled off and sped out of sight after about 30 seconds. The objects appeared to be rotating. A cameraman on board one of the aircraft captured the discs on movie film for about 10 seconds, and the film was shown on television in December. (*London Evening News*, Dec. 21, 1955; Stringfield, *C.R.I.F.O. Orbit*, Feb. 3, 1956.)

**June 30, Mobile, Alabama.** A silvery object was observed by hundreds of people as it sped inland off the Gulf of Mexico, dipped low over Mobile Bay, circled the city once and then flew away to the northeast. The object was tracked by radar and observed by control tower personnel at Brookley AFB. Maj. James Zichelleri, senior public information officer at the base, announced that the object was "definitely under control" and suggested that it apparently was an unknown type of aircraft. (Keyhoe, 1955, p. 176.)

**June 30, vicinity of Goose Bay, Labrador.** The crew of a British Overseas Airways Corporation (BOAC) airliner observed a large dark silhouetted object with smaller objects maneuvering around it (satellite object case) for about 15 minutes starting at 0105 G.M.T. As a patrolling jet interceptor approached to investigate, the objects quickly disappeared. (See story, page 3.) □



## UFOs IN ASSOCIATION WITH CLOUDS

The association of UFOs with clouds is a well-established pattern, including objects that emitted cloud-like vapors, appeared cloud-like in structure at least part of the time, or that played "hide and seek" in clouds.

Some of these reports may be describing little-known meteorological phenomena, but if so they need to be taken seriously by scientists and investigated systematically.

A cloud-like UFO was reported by six witnesses, one of them a former Air Force pilot, at 12:25 p.m. on January 12, 1954 at Kwinana, Western Australia. In an otherwise clear blue sky a "cloud" of heavy, dense white vapor formed in the shape of an isosceles triangle, very sharply outlined.

After about 15 seconds a vapor trail was observed ascending from the apex of the triangle in a zig-zag path. A round silvery-blue object was visible at the head of the vapor trail. It disappeared after about 30 seconds. The triangle gradually broke up and slowly drifted away.<sup>1</sup>

UFOs of "standard" description (discs, ovals, ellipses, cigars) that have been observed moving in and out of clouds (including storm clouds) are an especially interesting type of report.

A father and son in Parkside, South Australia, observed a UFO emerging from an "unusual cloud" about 12:15 p.m. on August 19, 2004. The father

first noticed the odd cloud that appeared in a clear sky and called his son's attention to it. Through binoculars he saw a round object like a basketball zigzag out of the cloud.

The upper half of the sphere was bronze colored and the lower half red. It moved "very rapidly" in the northwestern sky. Later the unusual cloud was still visible, now in the northeastern sky, but the sphere had disappeared.<sup>2</sup>

In a report prepared for the Fund for UFO Research, I reported several instances of UFOs associated with clouds.<sup>3</sup> A couple in Clermont, Indiana, were watching the approach of a severe thunderstorm from their balcony on July 8, 2003. About 6:00 p.m. a dark spot was observed moving from side to side within the clouds. After about 20 seconds it emerged from the clouds and was seen to be a huge gray disc tilted at a 45-degree angle. The disc repeatedly moved back and forth, into and out of the moving storm cloud as the system passed overhead and out of sight to the east. Shortly afterwards a major lightning storm occurred.

Two motorists driving near Walsenburg, Colorado, on August 14, 2004, observed thunderstorms building up ahead. About 4:30 p.m. they saw a round black object moving back and forth, into and out of a tall thunderhead  
(Continued on next page)

---

<sup>1</sup>. Loren Gross, *Fifth Horseman of the Apocalypse, UFOs: A History*, January-May 1954 Supplemental Notes; from a report in the files of the Aerial Phenomena Research Organization.

---

<sup>2</sup> *Australian UFO Bulletin*, March 2005, p. 23

<sup>3</sup>. *UFO Sightings in the New Millennium*, Fund for UFO Research, 2005.

## UFOs & Clouds, Continued

to the southeast. Finally the object dove toward the ground, leveled off and shot away to the north at high speed.

On March 10, 2005, a student pilot employed in aviation equipment maintenance at Baltimore-Washington International Airport was working along with his boss near the terminal.

About 1:30 p.m. his boss called his attention to a round or disc-shaped object hovering near a cloud bank. The object suddenly darted into and out of the clouds, then hovered in mid-air. Then two similar objects emerged from the clouds and began circling around each other for 10-20 seconds.

The two objects then darted back into the clouds and disappeared. The first object continued to dart back and forth, finally disappearing into the clouds after an elapsed time of about a minute.

A group of men working on the light towers at an outdoor amphitheater on June 3, 2005, in Englewood, Colorado saw four glowing silvery discs beneath a storm cloud at about 2:15 p.m. After about a minute the objects disappeared into the storm cloud.

Editorial Note: To the best of my knowledge, no one has compiled a catalogue of cloud-like and cloud-associated UFOs. This would be a worthwhile research project, and the cases should be of interest to meteorologists and other physical scientists. □

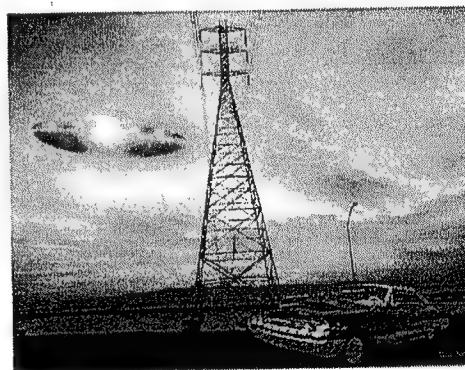
## OBITUARIES

In mid-August a Canadian film producer reported the death on August 11, 2006, of Delbert C. Newhouse, a former Navy chief photographer and warrant officer who took the famous July 1952 movie films of disc-shaped objects maneuvering over the Utah desert. The producer, a documentary film-maker, was about to film an interview with Newhouse and his son, who as a child traveling with his parents also witnessed the UFOs.

Virgilio Sanchez-Ocejo reported the death of his friend and colleague Dr. Willy Smith on July 11, 2006. Smith was formerly associated with Dr. J. Allen Hynek and the Center for UFO Studies. He was known among other things for developing the UNICAT UFO Database, a catalogue of select UFO cases.

### ALIEN INVASION OR HUMAN FANTASY?

#### THE 1966-67 UFO WAVE



By Richard H. Hall

FUND FOR  
**UFO**  
RESEARCH INC.

Report available from Fund for UFO  
Research (see [www.fufor.com](http://www.fufor.com))

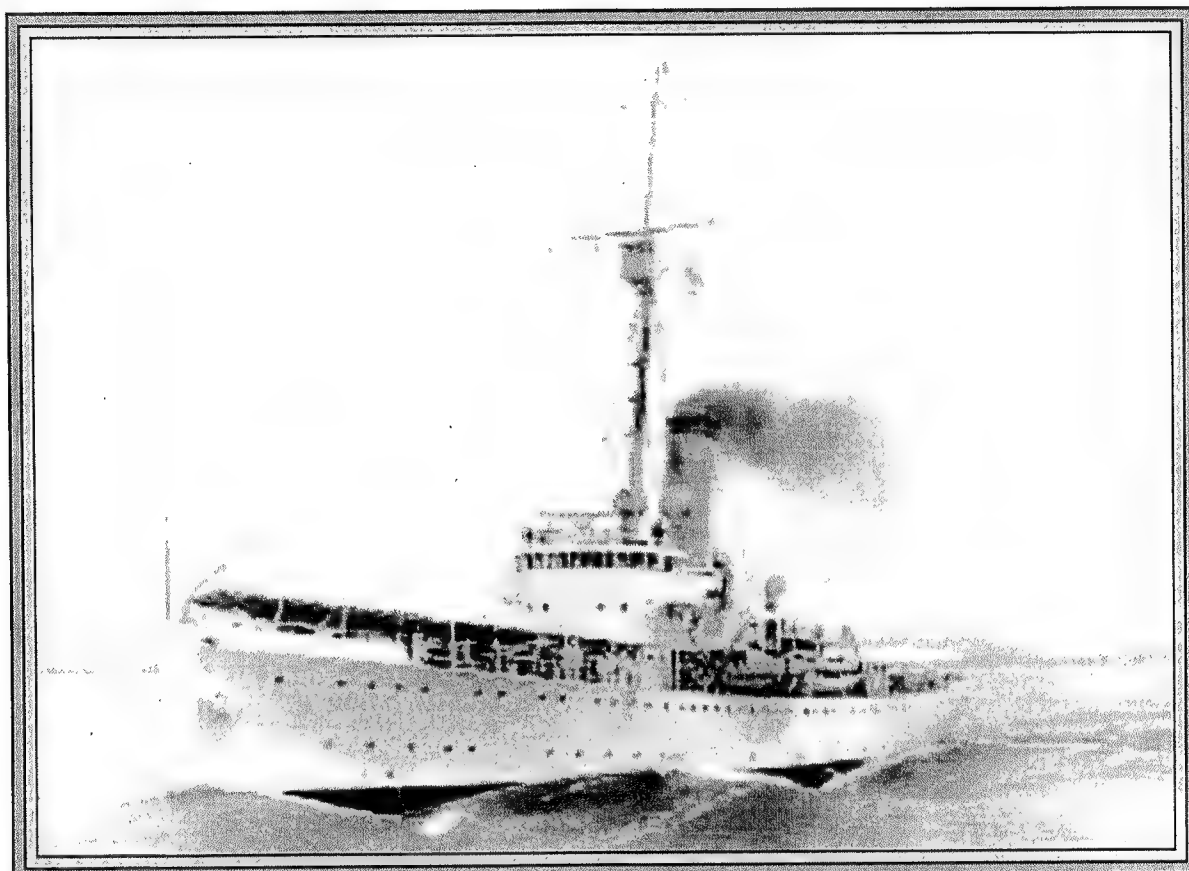
# Journal of UFO History

A Publication of the Donald E. Keyhoe Archives



Vol. III, No. 4

September-October 2006



U.S. Coast Guard Cutter *Sebago* had radar-visual UFO sighting on November 6, 1957, in Gulf of Mexico during a major wave of UFO sightings. See story, page 7. (U.S. Coast Guard photo.)

## MARITIME UFO SIGHTINGS: A SURVEY AND ANALYSIS (Page 3)

### Also In this issue . . .

Reader Feedback . . . . .	2
Shag Harbor UFO crash . . . . .	6
Coast Guard tracks UFO on radar . . . . .	7
Walesville jet crash raises hostility issue . . . . .	8
July-August 1954 sighting chronology . . . . .	9
Dialogue with Raymond Fowler . . . . .	10

## *Journal of UFO History*

A Publication of the  
Donald E. Keyhoe Archives

**Editor: Richard H. Hall**

Published six times per year

Subscription rates (U.S.):

1 year - \$28.00  
2 years - \$50.00



Copyright © 2006 - Richard H. Hall

Published by Brentwood Press  
4418 39<sup>th</sup> Street  
Brentwood, MD 20722-1021

**E-mail: [dh12@erols.com](mailto:dh12@erols.com)**

all around the country. ... It might be helpful to establish that there is a history going all the way back to 1947 for this type of case.

Ted Bloecher  
New York City

(\*) *Report on the UFO Wave of 1947*, privately published, 1967.

\*\*\*\*\*

### **1954 Scandinavian eclipse film**

I am indebted to V.-J. Ballester Olmos, Valencia, Spain, for calling my attention to the following information.

Clas Svahn of *UFO Sverige* has published a new investigation report about the Scandinavian solar eclipse film ([www.ufo.se/blogg/index.php?entry06](http://www.ufo.se/blogg/index.php?entry06): "The Bjornulf solar eclipse film").

The contemporary newspaper report said that dozens of witnesses in various aircraft saw the objects and described their alleged motions, but no witness interviews are on record.

Svahn provides documentation that the pictured lights were discovered on the film only after processing. No eyewitness names are known. He also reports experiments that showed that the images were due to reflection of light on a particular aircraft window.

Unless eyewitness testimony can be produced to the contrary, this case must be considered an IFO (illusionary flying object). It also provides an object lesson about the danger of trusting the accuracy of newspaper reports without

*(Continued on page 5)*

## **READER FEEDBACK**

(Responses to stories in the previous issue)

### **Satellite Object cases**

Editor,

I found the report on satellite object cases most interesting. ...[T]hey actually go back to 1947. In my 1947 report(\*), under Section II (Patterns of Appearance and Behavior) ... the newspapers I'd examined provided references to over half a dozen cases between June 21 and July 7, from points

## Close Encounters at Sea and Submersible Objects

# MARITIME UFO SIGHTINGS: A SURVEY AND ANALYSIS

Although we landlubbers may not be consciously aware of it, about 70% of the Earth's surface consists of oceans. Earth has been described as "The Water Planet." The important question arises whether UFOs have been sighted at sea. In fact, there is a long and complex history of strange aerial phenomena, including typical UFOs, being observed at sea. In previous issues we have reported cases of UFOs closely approaching ships.

During the mid-1960s at NICAP we routinely received and reviewed a Navy Hydrographic Office publication titled *Notice to Mariners*. Established as an aid to maritime safety, the publication issued warnings about such things as military maneuvers at sea, scheduled missile launches, and any other events that might pose a hazard to navigation.

Of particular interest to us were the frequent reports from ship's crews of unexplained "aerial phenomena." Quite a few of these were typical UFOs, and we reported the cases in our newsletter.

In addition to UFOs that have approached and circled ships at sea, the most intriguing water-related cases are reports of objects observed entering and emerging from large bodies of water. One such report that caught my eye occurred in Venezuela on August 4, 1967, during a major international UFO sighting wave.

While fishing from a sea-going boat, attorney Hugo Yopez observed a violent disturbance in the water, and saw a Saturn-shaped object with a bright glowing ring and apparent windows emerge from the ocean and hover just above the surface, water flowing off of it. After a while the apparent craft ascended, suddenly accelerating, and flew away. (Hall, 2001, pp. 46-47.)

Sightings like this of what appear to be mechanical craft suggest that hypothetical "beings from elsewhere" have vehicles that are capable of operating underwater. The analogy for human technology would be an aerial craft capable of atmospheric flight that could also fly into and out of lakes or oceans.

## Chronology of Maritime UFO Sightings

Among the observations of typical UFOs from U.S. and foreign ships at sea, are the following cases.

**March 1945.** Crew members of the U.S. Navy Transport ship *Delarof*, en route from Alaska to Washington State, saw a circular object rise out of the sea about a mile from the ship. It appeared dark in silhouette against the setting sun. The object rose almost straight up, then turned and circled the ship several times before flying away, emitting flashes of light as it disappeared. (Hall, 1964.)

**August 4, 1950.** Officers and crew of an unidentified vessel in the North Atlantic (identifying details excised from intelligence report) observed at 10:00 a.m. a shiny, metallic-appearing oval or elliptical object that passed abeam of the ship low above the water,

(Continued on next page)

## Maritime UFO Sightings, Continued

accelerating to high speed. The chief "clearly saw its shadow on the water." The object changed course, appearing to rotate and wobble on its axis, gradually ascended, and disappeared over the horizon. (CIA Intelligence Report titled "Unidentified Airborne Object." The CIA interrogations were conducted on August 8, 1950.)<sup>1</sup>

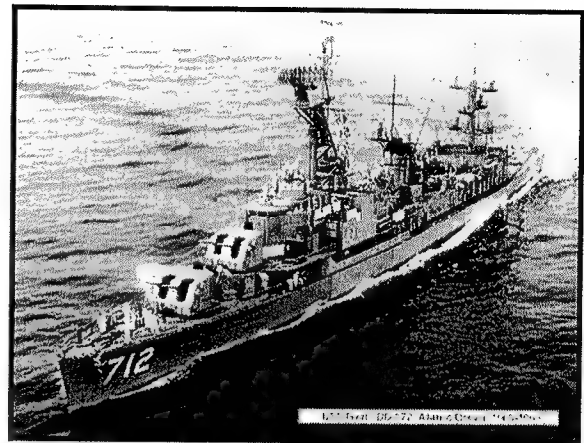
**August 12, 1954.** At 8:55 p.m. local time, passengers on the *S.S. Docteur Angier* (registry unknown) in the South Pacific saw a large disc-shaped object approach the ship about 300 feet above the water. At first it appeared to be elliptical in profile, but when it flew directly overhead it was seen to be circular (i.e., a disc) about 100 feet in diameter, dark black with a glowing blue rim. The disc then rose vertically and disappeared into clouds at 2,000 feet. An Air Force Intelligence report on the incident is in the Project Blue Book files. Project Blue Book conclusion: "Unidentified." (Rullan, p. 36.)

**November 5, 1957.** U.S. Coast Guard Cutter *Sebago* radar-visual UFO sighting in Gulf of Mexico. (See story, p. 7.)

**September 16, 1960.** A Navy troop ship the *U.S.S. Geiger* (AP-197), at 10:10 GMT reported via a MERINT message

---

<sup>1</sup> Anthony Rullan (see References) has identified the vessel as the *M.V. Marcala*, based on information in the Project Blue Book files. Blue Book classified the case as an "Unknown."



U.S.S. Gyatt, DD-712 (U.S. Navy photo)

(Merchant Intelligence system) the sighting of a brightly luminous disc-shaped object traveling east at an estimated 200 m.p.h. According to Rullan's summary, "The object appeared to hover at times and change direction." A merchant vessel also reported a sighting at the same time via the MERINT system. (Rullan, p. 42.)

**November 20, 1964.** The destroyer *U.S.S. Gyatt* was about 220 miles northwest of Puerto Rico when its radar detected a UFO approaching the island from the Northeast "at speeds exceeding Mach 1." A Navy F-8C fighter was vectored toward the UFO and the pilot reported seeing a dark gray or black delta-shaped object closing in very rapidly.

The object had no visible contrail but a light source was occasionally visible from its tail. The pilot was unable to intercept the unidentified craft as it accelerated out of sight, climbing at a speed in excess of Mach 1 through 50,000 feet at an angle of attack of about 18-20 degrees.

Analysis of radarscope photographs  
(Continued on next page)



## Maritime UFO Sightings, Continued

showed that after accelerating from subsonic speeds, the UFO averaged a speed of about 1,200 knots. (Rullan, pp. 43-44.)

**August 1965.** The crew of the Soviet steamship *Raduga* cruising in the Red Sea watched as a luminous sphere emerged from the sea, lifting a plume of water underneath it. The object hovered at an altitude of about 150 meters. Its mode of disappearance was not reported. (Stonehill, 1998.)

**January 11, 1966.** Crew members of the *S.S. Morgantown Victory* at 22:00 hours local time in the Pacific Ocean well southeast of Tokyo saw a glowing yellow-orange, cigar-shaped object approach the ship from abeam at an estimated altitude of 400 feet. The object stopped and hovered before reaching the ship, then crossed ahead and changed directions, remaining visible for 3 minutes. (Rullan, p. 45.)

**October 4, 1967.** Shag Harbor, Nova Scotia, UFO "crash." (See story, p. 6.)

**December 1977.** The crew of the Soviet fishing trawler *Vasily Kiselev* saw a doughnut-shaped object rise out of the water near Novy Georgy Island and hover at an altitude of about 4-5 kilometers. The ship's radar was inoperative during the sighting. The object remained visible for 3 hours. (Stonehill, 1998.)

**June 1984.** While on watch at 16:00 hours, crew members of the Soviet tanker *Gori* in the Mediterranean Sea

noticed a gray, disc-shaped apparently metallic object astern. Two counter-rotating discs were visible on the underside, and bright lights surrounded the lower surface. The UFO bobbed up and down, and then changed course, accelerated, and ascended into the clouds. As it climbed out of sight, its surface reflected sunlight. (Stonehill, 1998; from *Zagadki Sfinksa* magazine, No. 3, 1992.)

An excellent web site devoted to water-related UFO sightings is "Water UFO" maintained by Carl Feindt.

## REFERENCES

Feindt, Carl. [www.waterufo.net](http://www.waterufo.net)

Hall, Richard H. *The UFO Evidence*, 1964.

\_\_\_\_\_. *The UFO Evidence*, Vol. II, 2001.

Rullan, Anthony F. *Blue Book UFO Reports at Sea by Ships: Analysis of the Blue Book Ship Database*, Martinez, Calif., 2002.

Stonehill, Paul. *UFOs in Soviet Waters*, posted on X-Project web site, 1998. The same or similar information appears on The Anomalist web site and others.

## Reader Feedback, from page 2

having independent confirmation.

Ballester Olmos, an officer of Fundacion Anomalia, supervises a web site named FotoCat that compiles and analyzes historical information about photographic cases worldwide. See [fotocat.blogspot.com](http://fotocat.blogspot.com) □

## Shag Harbor UFO Crash

From early evening of October 4, 1967, through 11:30 p.m., dozens of independent witnesses in and around Shag Harbor, Nova Scotia, observed unexplained aerial activity. Close to 11:30 p.m. witnesses saw a glowing object descend at a 45-degree angle and strike the surface about 200-300 yards offshore.

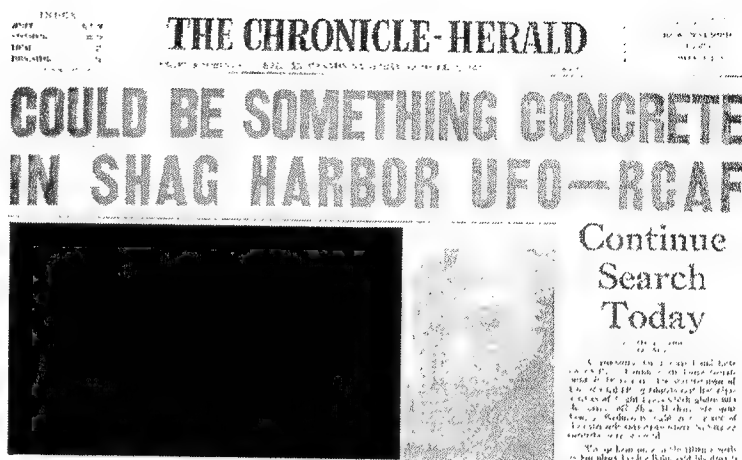
A search was started immediately by local citizens who reported the event to the Royal Canadian Mounted Police (RCMP) as it was thought that an airplane had crashed, and a yellow-white light apparently on a dark object was visible on the surface.

By the time rescuers reached the scene, the light had disappeared and an oily yellow foam was spread over a wide area. There was also a smell of sulfur in the air and bubbles coming up as if something had just sunk.

Two days later a team of Navy divers scoured the bottom of the harbor looking for the object, but reportedly nothing was found.

As reconstructed in the book *Dark Object*, evidence later emerged from several credible sources who claimed knowledge of a highly secret military search conducted jointly by Canadian and U.S. forces 30 miles northeast of the harbor. The full story is far too complex to recount here.

Don Ledger, in a case summary recently prepared for the NICAP web site ([www.nicap.org](http://www.nicap.org)), reports that witnesses were found who said that two objects went into the waters of Shag Harbor that night, and made their



way to the vicinity of the secret base called "Canadian Forces Station," a top secret hydrophonic submarine listening base, and settled on the bottom. "The two objects," Ledger reports, "were guarded by some seven naval vessels; [They were] monitored and photographed in 80 feet of water for 7 days before they left the way they came."

**Editorial Note:** The Shag Harbor incident clearly has very important implications both for the Government cover-up hypothesis in general, and for military and strategic correlations of UFO activity for which evidence continues to mount. It deserves more attention from American researchers, especially an attempt to uncover documents about the reported U.S. Navy participation in the joint forces search for and monitoring of the underwater object(s) □

**Don Ledger & Chris Styles, *Dark Object: The World's Only Government-Documented UFO Crash*, Dell Publishing Co., 2001.**

## Coast Guard Ship Tracks Circling UFO on Radar. Keesler AFB Witness Reports Confirmatory Sighting.

During the early stages of the Fall 1957 UFO sighting wave when I was a student attending Tulane University in New Orleans, the *New Orleans Times-Picayune* in banner headlines reported a radar-visual UFO sighting by the crew of the Coast Guard Cutter *Sebago*

The vessel was in the Gulf of Mexico about 200 miles south of New Orleans just after 5:00 a.m. when their radar began picking up intermittent targets of an object (probably more than one) apparently circling the ship. The crew had a visual sighting at 5:21 a.m. of a brilliant object to the west at an elevation of about 31 degrees moving horizontally from south to north for 3-5 seconds.

At approximately 5:20 a.m., an Air Force electronics technician at Keesler AFB, about 320 miles to the north along the Gulf Coast, spotted an elliptical UFO moving from south to north. At first it appeared to move at about the speed of a propeller aircraft, then accelerated rapidly and disappeared into some clouds. (Report to NICAP.)

The *Sebago* had two radar contacts close together, first at 5:18 a.m. showing the object headed north at over 1,000 m.p.h., and again at 5:20 a.m., when the object appeared to be stationary seven miles due north.

Ensign Wayne Schotley, the deck officer at the time, was interviewed in New Orleans and was asked how good the radar target was. "The ship's combat information center confirmed the sighting," he

said. "It was a good pip [radar target]. It was a very strong contact, considered good."

Cmdr. James N. Schrader, Coast Guard spokesman in New Orleans, said that at one point "in two minutes it went 33 miles straight away from the ship," a computed speed of 1,020 m.p.h.

The last radar contact was at 5:37 a.m., showing the object about 175 miles to the north traveling about 660 m.p.h. (Hall, 1964, p. 86.)

---

## Sea Fury Fighter UFO Encounter

On August 31, 1954, an Australian Navy Sea Fury fighter aircraft was approached and paced by two unidentified lights that appeared to be positioned on top of dark round objects like footballs. The objects approached rapidly, taking up position on either side of the Sea Fury. The air base radar controllers confirmed to the pilot that they were tracking both his aircraft and two more objects around him. After about 10 minutes one of the objects darted in front of him, then both objects sped out of sight. (Bill Chalker, *The Oz Files*, 1996, pp. 82-85.)

\*\*\*\*\*

Air Chief Marshal Sir Hugh Dowding, commander of RAF fighter forces during World War II, stated in the *London Sunday Dispatch* on July 11, 1954:

"I am convinced that these objects do exist and that they are not manufactured by any nation on earth. I can therefore see no alternative to accepting the theory that they come from some extraterrestrial source." □

## WALESVILLE INCIDENT RAISES ISSUE OF UFO HOSTILITY

Major Donald E. Keyhoe, USMC (Ret.), not without good reason, very early came to the conclusion that we had visitors from outer space. This firm conviction colored his writings about UFOs. He often speculated about why the Air Force was so secretive about the subject, and one line of reasoning was that perhaps they had evidence that the "visitors" were hostile.

On November 23, 1953 over Lake Superior, an F-89 interceptor had disappeared while chasing a UFO. When, on July 2, 1954, another fatal incident occurred during an Air Defense Command UFO intercept mission, this added fuel to the fire.

As reported by Major Keyhoe in 1955 (*Flying Saucer Conspiracy*, pp. 174-75.), about noon Air Defense Command radar detected an unknown object near Utica, N.Y., and an F-94 Starfire jet was scrambled to check on it. (Later it was learned that two F-94 jets were involved.)

Until they made visual contact the Starfire's jet engine had been working perfectly. Suddenly a wave of heat filled the cockpit. The pilot and radar observer were forced to eject from the aircraft; both survived.

The jet plummeted directly into the village of Walesville, N.Y., crashed and burst into flames. Four people were killed and another seriously injured when the plane struck two buildings and careened into a car.

The airmen were interrogated by Air Force investigators, but forbidden to talk with newsmen. Rumors of the mysterious heat that caused them to bail out quickly spread around in Walesville.

The Air Force released a statement saying that the "UFO" had been an unidentified aircraft. But no effort was made to explain the mysterious heat.

Contemporary news reports in the *Observer-Dispatch* newspaper, Utica, N.Y., focused heavily on the casualties and property damage, displaying little curiosity about what the F-94 was chasing.

The Air Force made contradictory statements about whether or not there was an onboard fire; one statement said there was no fire until the crash. Another on July 3 said:

[F]ire developed in a forward section of the jet plane and the heat in the cockpit became so intense that the pilot and radar observer had to bail out at 7,000 feet. ...The pilots were satisfied the aircraft was "friendly" and were headed back to their base, when fire broke out in the cockpit of [Lt. William E.] Atkins plane....[The public information officer said] no information was available on the unidentified plane or where it was located by the jets. ...

Left unanswered were several basic questions: What kind of target did Air Defense Command radar show? Did the crew members actually see and identify a civilian aircraft? Was there really an onboard fire, or as originally reported just intense heat? What did the crew of the second F-94 see, if anything?

Editorial Note: Without access to the radar data, the pilot interrogation reports, and the final crash investigation report, no firm conclusions can be drawn. If anyone has access to those files, please let me know. (R.H.) □

## JULY-AUGUST 1954 UFO SIGHTING CHRONOLOGY

After early July the nearly non-stop reporting of significant UFO sightings apparently tapered off, as far as can be determined by an historical reconstruction. "Routine" UFO sightings by average citizens continued sporadically, but only a few cases involving military or civilian pilots or radar sightings are on record during this period.

**July 2, Walesville, N.Y.** Jet interceptor crashed while pursuing a UFO. (See story, p. 8.)

**July 3, Albuquerque, NM.** Intercepted AF radar site message: nine glowing green unidentified spherical objects hovering motionless at 24,000 feet. After 6 minutes they sped away at approximately 2,600 m.p.h. (L.H. Stringfield, *CRIFO Newsletter*, August 6, 1954.)

**July 8, Abbey Lakes, Lancashire, England.** A bright, silvery cylinder with 15-20 smaller objects moving around independently was seen by many witnesses at about 9:30 p.m. local time. (*Flying Saucer Review*, July-August 1955, p. 24.)

**July 23, Franklin, Indiana.** A newspaper reporter at the county Ground Observer Corp post helped vector jet interceptors toward a UFO in the early evening. The object finally climbed out of sight. The reporter later called the Air Force base which denied to him that they had sent up interceptors. When he explained his role at the GOC post, he said, the base spokesman replied: "The incident is officially denied. It is a classified matter." (Keyhoe, 1955, p. 191.)

**July 28, offshore New York City.** At about 8:15 p.m. officers of the Dutch ocean liner *Groote Beer* then 80 miles offshore observed a gray disc-shaped

object with lights around its edge that hovered off the port bow just above the surface. The object began glowing more brightly on the underside and shot up into clouds at about 5,000 feet. (*New York Tribune*, July 30, 1954; *New York News*, July 30, 1954.)

**August 23, Vernon, France.** Several witnesses reported a luminous, cloud-like cigar-shaped UFO that hovered motionless, standing on end. One by one, five glowing red discs ("satellite objects") dropped from the lower end and moved away in various directions. As the last disc sped away to the north, the luminosity of the "cloud cigar" faded and it disappeared in the darkness. (Aime Michel, *Flying Saucers and the Straight-Line Mystery*, 1958, p. 20.)

**August 28, Oklahoma City, Okla.** Hundreds of witnesses at 8:30 p.m. watched a precise triangular formation of UFOs speed overhead with jet interceptors in pursuit. Radar at Tinker AFB was tracking them. The UFOs changed into a semi-circle formation, sped up and disappeared to the west. Despite the many witnesses, Tinker AFB refused to admit the sighting. (Keyhoe, 1955, p. 25-26.)

**August 31, Nowra, N.S.W., Australia.** A Royal Navy pilot on a night flight was approached by two UFOs that hovered near his aircraft. (See story, p. 7 ). □

## DIALOGUE WITH RAYMOND FOWLER

By Richard Hall

Raymond E. Fowler has had a distinguished career in the field of UFO research and investigation, representing the top echelon of the "thin red line" of those who have consistently conducted careful, thorough, high-quality investigations and contributed thoughtful, scientifically oriented commentary.

He was born in 1933. After graduating from college he enlisted in the U.S. Air Force where he served for 4 years. After that he was employed by GTE Strategic Systems Division for many years, retiring as task manager and senior planner for major weapons systems development. He has had a life-long interest in astronomy, and founded his own small planetarium and observatory.

During the 1960s he became chairman of the Massachusetts NICAP Subcommittee, in which capacity he led the investigation team in intensively analyzing local cases during major waves of UFO sightings. Later he became involved in the Betty Andreasson abduction case, ultimately writing four books on the subject and reluctantly concluding that he, too, was involved in the events. After leaving NICAP he served as an officer for the Mutual UFO Network.

Fowler is retired and living in Kennebunk, Maine, and currently involved in hobbies and teaching State-sponsored adult education courses on a number of subjects including UFOs.

Hall: I understand that UFO sightings were fairly common in your family and that you were exposed to awareness of them, at least, at a very early age. Is that correct? Can you recall the time or circumstances of your earliest serious interest?

Fowler: I became intensely interested from the Kenneth Arnold sighting onward especially when I sighted a bright oval object while working on a farm on July 4, 1947. I thought it was a parachute as it approached but then saw no shroud lines or pilot. It stopped in the distance and then proceeded to descend slowly behind trees with a falling leaf motion. My father, who experienced all kinds of paranormal phenomena, told me back then that UFOs were spacecraft.

Hall: And this triggered your strong interest?

Fowler: I now attribute my near fanatical interest in UFOs to my own childhood experiences lying within my subconscious. I first became consciously aware of what had happened and what was happening to me when I investigated the Andreasson case and began reading Budd Hopkin's books. As time went on, because of my interest, members of

my family began sharing their UFO and/or paranormal experiences with me.

Hall: What was your training and position in the Air Force and what years did you serve?

Fowler: I served in the USAF between 1952 and 1956. I attended USAF General Radio Operator School and Radio Intercept Operator School. I was a radio intercept operator monitoring Russian defense installations and weather at a base located in Bedford, England.

Hall: Did you have any UFO-related experiences, directly or indirectly, when you were in the Air Force?

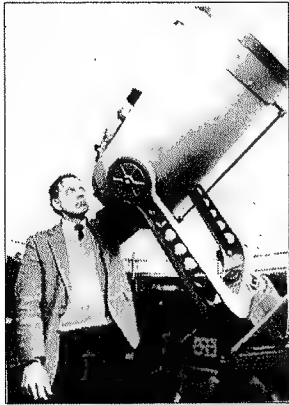
Fowler: I may have had a night time abduction experience while spending a night at a bed and breakfast place in London. I did not recognize it as such until years later when I became acquainted with the experience. When stationed at the former Lockbourne AFB in Columbus, Ohio, I befriended the base photographer who told me that he had developed photos of UFOs taken by aircraft.

While stationed in Bedford, England, during the European 1954 wave, a friend on

*(Continued on next page)*



## Fowler interview, continued



**Ray Fowler in his Woodside Observatory**  
(Photo: Lynn Daily Item, Mass.)

base informed me that encrypted messages were being sent to Washington re UFO sightings.

Hall: Would you recall for us a few of the outstanding UFO reports you investigated on behalf of NICAP?

Fowler: There were many. Several reported for NICAP would be the Incident

at Exeter and the Beverly and Sharon, Mass., sightings when police and multiple witnesses were involved. The Beverly case (see box, p. 12) was co-investigated with me by the University of Colorado and was considered an unknown in their final report.

Hall: I remember that during the NICAP years you used to routinely send copies of your detailed investigation reports to the Air Force. Did you ever receive any acknowledgments of the reports or any feedback to indicate that they were paying attention?

Fowler: Once when I had stamped a report "Confidential" I received a letter stating that they did not receive reports marked confidential! Other than that there were a few times that I received some acknowledgment. During a lecture a retired officer who had written a chapter on UFOs for the Air Force Academy commented that the USAF appreciated my contributions. Another time, a GTE friend of mine told me that the commander of a fighter wing had told him that he and others in the wing had been encouraged to read my books.

Hall: You have documented your abduction case investigations and your personal history in several books. That subject is much too complex to cover here in any detail, but the readers can check out your books. Let me just ask this: How drastically would you say that

your life was affected by what you learned from your investigations? Was there a moment when you were badly shaken by what you were learning?

Fowler: It changed my outlook on reality completely, especially my religious life where I still struggle with its impact. I now study and teach subjects which would have been taboo to my former fundamentalist beliefs. This includes writing and teaching about UFOs, Out-of-body experiences (OBEs), Near-death experiences (NDEs), After-death communications (ADCs), synchronicities, and other paranormal phenomena. It has also kindled an avid interest in Quantum Physics.

Hall: How do you feel about the abduction experiences today? Are you troubled? Comfortable? Have you integrated them into your life?

Fowler: I was troubled and very confused at the outset but became intensely interested in what was happening to me as time went on. I even began looking forward to what might happen next and faithfully recorded each remembered incident in an attempt to make some sense of what was going on. To that extent I was able to integrate them into my life.

Several years ago, everything for the most part ceased, and strangely enough I miss these experiences. I still have synchronicities and psychic experiences. My feeling is that I have been put out to pasture and I no longer am any use to whatever was happening to me. My dad, who seemed to have a more intimate relationship with OBE entities, was allegedly told his body was too old for his experiences to continue.

Hall: Now the ultimate question; what do you think it all means? Can you elaborate a little on your concept of "The Watchers?"

Fowler: I assume you are referring to the Andreasson/Luca accounts of the Watchers

*(Continued on next page)*

## Fowler interview, continued

reported in my books. I find it hard to distinguish between what might be real and what might be colored by their religious beliefs. If one removed all references to such beliefs, one would find an abundance of the characteristics associated with abduction experiences.

If one takes their accounts at face value, the so-called Watchers are mature human fetuses bred and controlled by Nordic-like entities interfacing with our planet from another dimension. It would also mean that we are their property being raised for unknown purposes. The abduction experiences and so-called animal mutilations would be part of caring for their herd. Their activity seems to have increased since the advent of the atom bomb and our ability to seriously harm or even destroy life on earth.

If what the Andreasson/Luca families experienced were real, there would seem to be a symbiotic relationship with these entities that would extend beyond our so-called physical life. The apparent similarities between some UFO experiences and NDEs would also support this hypothesis. It would mean that the dimension that a near-death experiencer enters may be the same dimension from which UFOs and their entities originate.

Hall: How does this tie in with "nuts and bolts" hardware? Are the UFOs and entities physically real or something less than that?

Fowler: I know that the above possibilities would sound ridiculous to hardcore nuts and bolts researchers. I was once one myself. I too rejected the paranormal side of the UFO phenomenon as nonsense until I accepted the fact that I (as well as others, including family members) was experiencing such myself. But, after all is said and done, all one ends up with are speculations. I am convinced however, that a simple *physical visitors from outer space* answer for the phenomenon is inadequate. Reports indicate that the entities and their space craft are parapsychical in nature and that

## Beverly, Mass., sighting

About 9:00 p.m. on April 22, 1966, in Beverly, Massachusetts, citizens and police officers who investigated their reports saw three oval or elliptical objects circling low over the local high school. The objects had flashing blue, green, red, and white body lights and a humming sound could be heard. When a witness raised her hands as if beckoning, one of the objects left the group and approached three witnesses, hovering above them at treetop level. (Fowler, 1974, pp. 130-36.)

they have the ability to enter and leave our local dimension at will for still really unknown purposes. □

## BOOKS BY RAYMOND E. FOWLER

*UFOs: Interplanetary Visitors.* New York: Exposition Press, 1974

*Casebook of a UFO Investigator.* Englewood Cliffs, N.J.: Prentice-Hall, 1981.

*The Andreasson Affair.* Englewood Cliffs, N.J.: Prentice-Hall, 1979.

*The Allagash Affair.* Wenham, Mass.: Woodside Planetarium & Observatory, 1990.

*The Watchers: The Secret Design Behind UFO Abduction.* New York: Bantam Books, 1990.

*The Watchers II: Exploring UFOs and the Near-Death Experience.* Newberg, Oreg.: Wildflower Press, 1995.

*The Andreasson Legacy.* New York: Marlowe & Co., 1997.

# Journal of UFO History

A Publication of the Donald E. Keyhoe Archives



---

Vol. III, No. 5

November-December 2006

---



French witnesses draw humanoid sketch on barn wall near Toulouse, 1954  
(Photo from *LIFE* magazine)

## *Journal of UFO History*

A Publication of the  
Donald E. Keyhoe Archives

**Editor: Richard H. Hall**

Published six times per year

Subscription rates (U.S.)

1 year - \$28.00

2 years - \$50.00



Copyright © 2006 - Richard H. Hall

Published by Brentwood Press  
4418 39<sup>th</sup> Street  
Brentwood, MD 20722-1021

**E-mail: [dh12@erols.com](mailto:dh12@erols.com)**

*Vol. I, Nos. 1-6 of this Journal are now available in a special omnibus edition published by the Fund for UFO Research, the six issues bound together under one cover. Order directly from Richard Hall for \$25 postpaid via PayPal or regular mail, or see the FUFOR web site ([www.fufor.com](http://www.fufor.com)).*

### *In this issue . . .*

1954 European UFO Wave . . . . .	3
Humanoid occupants chart . . . . .	5
Military pilot disc sightings . . . . .	6
Sept-October Chronology . . . . .	7
Contemporary news stories . . . . .	12

### **FOLLOW-UPS**

(New details on previous stories)

#### **F-89 Story Dubious**

The purveyors of the claim that the missing F-89 interceptor from 1953 had been found on the bottom of Lake Superior (See Vol. III, No. 3) have suddenly gone quiet, and their web site has disappeared. Investigations by the Mutual UFO Network and by individuals on the UFO Updates site have found many discrepancies in the claims, including no paper trail for the alleged diving company.

#### **Japan Airlines Case 20<sup>th</sup> Anniversary**

The *Japan Today* (Tokyo) web site reported on Dec. 8, 2006, that the captain of the Japan Airlines (JAL) B-747 freighter whose crew had encountered a gigantic Saturn-shaped UFO over Alaska on Nov. 17, 1986, had been grounded as a result of his UFO report. (See detailed case summary, [www.brumac.8k.com](http://www.brumac.8k.com); under Sighting Reports/Analyses. scroll down about 27 items.)

Capt. Kenjyu Terauchi, the news report says, is an ex-fighter pilot with more than 10,000 flying hours. "Terauchi was shortly afterwards grounded by JAL for talking to the press. He was given a desk job, and only reinstated as a pilot years afterwards." He is now retired.

#### **Fowler Bibliography**

Accidentally omitted from the list of books by Raymond Fowler (see interview, last issue) were *UFO Testament* (2002) and *SynchroFile* (2004), both available from online book sellers in e-book format or printing on demand. □

## EUROPEAN UFO SIGHTING WAVE OF 1954

### Landed Craft and Close Encounters With Humanoid Occupants Reported

Credibly reported UFO sightings had been occurring almost non-stop ever since the Summer 1952 sighting wave, although news media reporting on the subject had tapered off.

The substantial reports almost always involved sightings of airborne objects, with landings or humanoid sightings few and far between. In my background history of alien-human encounters (Hall, *The UFO Evidence*, Vol. II, 2001, p. 465) I summed it up as follows:

Scattered reports of entities being observed in association with UFOs date back at least to 1947. However, the earliest wave of UFO occupant sightings occurred in Europe late in 1954, primarily in France and Italy. Major U.S. publications such as *Life* and *The New Yorker* magazine reported the sightings, though inevitably with tongue-in-cheek commentary.

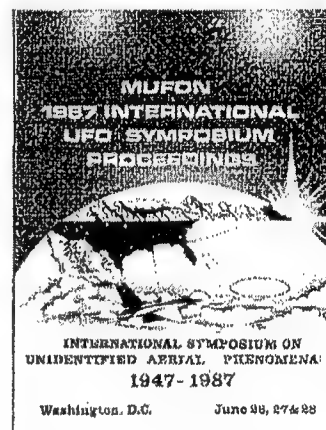
The reported beings typically were 3 to 4-1/2 feet tall and wore coveralls and round, translucent headgear resembling "divers' helmets." Light beams or other electromagnetic energy from the craft (or from the beings) had effects on animals and frequently paralyzed human witnesses. At the same time, vehicle engines and headlights failed. Some sort of aerial craft, usually round or disc-shaped, was observed.

To put the 1954 wave in perspective, some background information will help. A MUFON international UFO symposium was held in Washington, D.C., in 1987, jointly sponsored by the Fund for UFO

Research; later the *Proceedings* were published by the Mutual UFO Network. The speakers were asked to provide an overview of UFO history for their countries.

In Italy the year 1954 stood out. Roberto Pinotti presented a graph of sightings per year showing:

1950 - 72  
1951 - 11  
1952 - 46  
1953 - 11  
1954 - 481  
1955 - 24  
1956 - 10  
1957 - 56  
1958 - 52



The only years to exceed the numbers for 1954 up to 1986 in Italy were 1973 (776), 1974 (744), and 1978 (934).

In an article titled "UFOlogy in Uruguay and Brazil" (MUFON 1987), Dr. Willy Smith reported that UFO groups had come and gone in Brazil over the years, and none had compiled overall statistics. But they had compiled and published lists of incidents.

According to one of those lists, there were few cases until August 1954. Starting in that month, the number of reports increased continuously, peaking during December.

(Continued on next page)

## European 1954 Wave, Continued



Aime Michel

... It must be noted that the development of this wave parallels quite well the similar events occurring at that time in France.

Some of the better 1954 cases in Brazil were an August 6 VARIG airlines UFO encounter; sightings at the Gravataí Air Force Base on October 24; and another aircraft UFO encounter case on November 20.

Scientist Bill Chalker in his talk summarized the history of UFO sightings in Australia. He states that "A massive 'invasion' centered in Victoria in 1954 was the most significant of the early waves of sightings."

An extraordinary close encounter occurred at Dandenong on June 5, 1954, and a Navy Sea Fury pilot sighting in which two UFOs paced his aircraft occurred on August 31 (see Vol. III, No. 4, p. 7.)

Aime Michel in his 1958 book *Flying Saucers and the Straight-Line Mystery* (translated into English by CSI of New York) focused on the concept of "orthoteny," his contention that UFOs observed over France flew along straight-line paths, which was later discredited. But the book provided detailed, day-by-day reporting on the September-October 1954 sighting wave as it manifested in France.

*LIFE* magazine, at that time a very

large circulation magazine, published an illustrated article "Astral Adventurers: Frenchmen report meetings with unlikely creatures." (*Editor's note:* A copy of the article, from pages 28-29, is in the Donald E. Keyhoe Archives, but the date of the issue is unknown. Presumably it would be either late 1954 or early 1955. If anyone knows the date, please inform me. - R.H.)

Michel's book contains a Foreword by Gen. L.M. Chassin, NATO general air defense coordinator, who stated: "We can...say categorically that mysterious objects have indeed appeared and continue to appear in the sky that surrounds us. ...It is vital for us to understand phenomena that may perhaps determine our own future."

The book also contains an appendix by Alexander D. Mebane "The 1957 Saucer Wave in the United States," which was the next major U.S. sighting wave. Both 1955 and 1956 were comparatively slow years for UFO reports.

Then in summer of 1957 a large-scale wave began, reaching a strong peak that strikingly coincided with the launch of the first dog-carrying Earth satellite into orbit late on the evening (Eastern Standard Time) of November 2.

Meanwhile, the European reports of encounters with aggressive humanoid occupants of "flying saucers" added a revolutionary new dimension to the controversy, a startling change which resonates to this day. □

See Richard Hall's web site:  
[www.hallrichard.com](http://www.hallrichard.com)

### FALL 1954 UFO OCCUPANT SIGHTINGS IN FRANCE

Date & Time	Location	Beings & Craft
Sept. 10 8:50 p.m.	Mourieras, France	"Helmet" on head, small being confronted and touched witness. Cigar-shaped craft.
Sept. 10 10:30 p.m.	Quarouble, France	3-1/2' tall, coveralls & helmet; blinding light, paralysis. Dark object.
Sept. 17 10:30 p.m.	Cenon (Vienne), France	Small being, shock, paralysis, touched witness. Craft on road took off, green light.
Sept. 26 4:00 p.m.	Chabeuil (Drome), France	3' tall, "diver's suit" w/helmet, large eyes; approached witness. Disc-shaped craft.
Sept. 27 8:30 p.m.	Premanon (Jura), France	Squarish being, hovering ball of light, flattened grass & imprints at site.
Sept. 28 10:30 p.m.	Bouzais, France	Luminous object descended, vineyard owner paralyzed. Three beings emerged, witness lost consciousness.
Oct. 3 6:45 p.m.	Ligescourt, France	Child-sized being, "diver's suit," glowing orange domed disc on road.
Oct. 3 ?	Bressuire, France	Small being, "diver's suit," entered disc-shaped craft which took off.
Oct. 9 7:00 p.m.	Lavoux, France	4-1/2' tall, "diver's suit," two lights on chest. No craft seen.
Oct. 11 4:30 a.m.	Clamecy (Nievre), France	Witness felt shock, paralysis, car engine & lights failed; 3 small beings entered domed disc and took off.
Oct. 11 7:30 p.m.	Tapignac (Charente), France	Disc descended into woods, motorists investigated, four 3' tall beings entered domed disc and took off.
Oct. 16 Nightfall	Baillolet (Seine-Inf.), France	Round object descended in front of car, shock, engine & lights failed, 3' tall being Visible in light from craft.
Oct. 18 10:45 p.m.	St.-Point (Doubs), France	Luminous object over road, human being with two small humanoids seen. Craft departed, small footprints found at site.



## BRITISH & U.S. AIR FORCE PILOTS ENCOUNTER DISCS

Two classic military pilot sightings of lens-shaped discs occurred on either side of the Atlantic Ocean in 1954 or 1955.

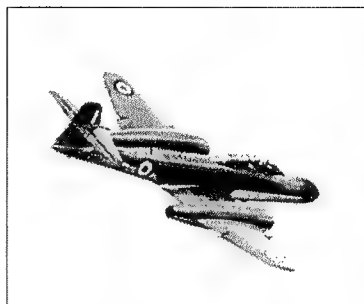
Flight Lieutenant J.R. Salandin of the 604<sup>th</sup> RAF Fighter Squadron was flying a Meteor jet out of North Weald, Essex, England, shortly after 4:15 p.m. on October 4, 1954. Suddenly a huge, metallic-appearing object appeared ahead of him and a collision seemed imminent.

The UFO was shaped like two saucers pressed together, one inverted on top of the other. At the last second the disc flipped to one side and streaked past at tremendous speed.

Salandin later learned that just prior to his sighting, two other meteor jets in the vicinity had observed two circular objects that sped between their aircraft. The Gloster meteor was the first operational Allied jet fighter late in World War II and continued in service through the 1950s. (*London Illustrated News*, Dec. 2, 1954; *RAF Flying Review*, July 1957.)

Either in 1954 or 1955 (the precise date needs to be pinned down), Maj. William T. Coleman, later to become the chief Air Force spokesman on UFOs, issuing debunking statements to the public, encountered a lens-shaped disc while flying a B-25 bomber over Florida and Alabama.

Other technically trained passengers on board also witnessed the object. Ironically, Coleman stated that when he became UFO spokesman in the 1960s



Gloster Meteor jet fighter  
(Credit: RAF Museum)

he tried to locate, his report in the Project Blue Book files, but it was missing.

Coleman briefly described his sighting

when he was a guest on the Merv Griffin Show in June 1978. He also gave several other news media interviews about the sighting. Brad Sparks has interviewed Coleman several times via telephone. Here the report has been reconstructed from these various sources.

En route from Miami International Airport to an Air Force base in Greenville, Mississippi, Coleman was cruising at about 10,000 feet when the crew spotted an object ahead and above them; they were gradually overtaking it.

When the object started a descent across their flight path, Coleman decided to investigate it. He advanced the throttles, descending and closing in on the object a little faster. Fairly soon they were flying low over trees at 345 m.p.h. and had pulled to within about a mile of the unidentified object.

As the B-25 closed in Coleman and the others could see that it was a metallic gray disc-shaped object about 60 feet in diameter and 10 feet thick. He pulled the plane up into a climb and

(Continued on page 11)

## SEPTEMBER-OCTOBER 1954 UFO SIGHTING CHRONOLOGY

During the Fall of 1954 a major UFO sighting wave occurred in Europe, primarily in France and Italy, that would permanently change the outlook toward UFO sightings. A new facet of the phenomenon emerged that at once strongly suggested an extraterrestrial interpretation for UFOs and at the same time led to strong ridicule because of the bizarre nature of the new reports. Landed craft were observed close up and humanoid beings (mostly) were frequently observed outside the craft. In many cases UFO occupants aggressively approached and confronted human beings.

Though in retrospect humanoid sightings had occurred sporadically before that, the sightings were few and far between and didn't attract much attention. Now suddenly they became the salient feature of UFO sightings. Noteworthy among other features of the reports were strong electromagnetic effects, along with shock and paralysis that disabled witnesses, physical traces found at landing sites, and occasional vocalizations (unintelligible) by the humanoids.

**September 6, Baltimore, Md.** Dr. James C. Bartlett, Jr, an amateur astronomer, at 7:58 p.m. observed four lights in line formation, the leading object larger. The lead light pulled away while the other three climbed into a stratified formation, then re-formed into an in-line formation. Bartlett noted the precision of the implicitly controlled maneuvers. (Report in NICAP files.)

**September 7, Origny, France.** While driving home at about 12:30 a.m., a family observed a luminous orange-red disc that alternately hovered and moved around, making abrupt changes of direction. The driver turned the car so that its headlights shone on the object, whereupon the object sped away to the west. (Michel 1958, p. 38.)

**September 7, near Amiens, France.** At 7:15 a.m., two bicyclers came across a bluish-gray dome-like object about 30 feet in diameter "with an upside-down

plate on top" in a field, swinging back and forth slightly. As they approached, the object took off and climbed away diagonally for about 50 feet, then shot straight up and out of sight. (Michel, pp. 35-36.)

**September 10, near Mourieras, France.** A farmer returning home at 8:30 p.m. was approached by an average size person wearing a helmet. The being gestured with his hands. When the farmer held out a hand the being seized it and yanked the farmer toward him so that his head struck the helmet. The being then walked off into the woods. Seconds later the farmer heard a low humming sound and saw a dark cigar-shaped object rise up from the woods and disappear into the sky. (Michel, p. 40.)

**September 10, nr Quarouble, France.** Marius Dewilde, a metal worker, heard a dog barking at 10:30 p.m. and went  
(Continued on next page)

## 1954 Sighting Chronology, Continued

outside to investigate. In the beam from his flashlight he saw two small figures with head gear like divers' helmets. They were short and stocky, under 4 feet tall, with proportionally small legs.

When Dewilde chased after them he was suddenly paralyzed by a light beam from a dark object on the ground. Then the object rose like a helicopter and flew away, emitting a low whistling sound. Physical traces (five square imprints symmetrically positioned) were found where the object had been. (Michel, p. 44.)

**September 14, Vendee, France.** At about 5:00 p.m. a cigar-shaped object oriented in horizontal position emerged from clouds, descended, stopped and assumed a vertical orientation. A small disc surrounded by white "vapor" dropped from the lower end, rose and spiralled around the parent object. The shiny, metallic, disc reflected a flashing light from the larger object. The disc flew away, darting around low over a valley at high speed, occasionally pausing, hovering for a few seconds. Finally it rejoined the cigar-shaped object entering it at its lower end, whereupon the object resumed a horizontal position, flew into the clouds and disappeared. (Michel, p. 23.)

**September 15, Kadori, Bihar, India.** In the afternoon hundreds of witnesses in adjoining villages saw a gray, saucer-shaped disc about 12 feet in diameter descend to about 500 feet altitude, stop and hover. What appeared to be smoke issued from the two ends, and the disc shot upwards at incredible speed, a

tremendous gust of wind in its wake that rattled doors and windows. The sighting occurred over a beryllium mine associated with atomic energy. (Stringfield, C.R.I.F.O. *Orbit*, Jan. 7, 1955; *Times of India* story, see p. 12.)

**September 16, Marion, Virginia.** At 6:00 a.m. a department store manager saw a metallic-appearing disc about 10-15 feet in diameter flying rapidly eastward at about 200 feet altitude. It passed near the radio station WMEV towers. Officials at the radio station reported that when they went on the air at 6:00 a.m., their transmitter failed to operate properly. (Stringfield, *Orbit*, Jan. 6, 1955; from the *Intelligencer-Journal*, Lancaster, Pa., Sept. 17, 1954.)

**September 17, Cenon (Vienne), France.** A bicyclist at 10:30 p.m. encountered an object on the road and a small being. He felt shock and was paralyzed. The being touched him on the shoulder, and uttered unintelligible vocalizations. Then the being entered the craft, which took off emitting green light. (Michel, pp. 58-59.)

**September 17, Rome, Italy.** Thousands of witnesses saw and Italian Air Force radar tracked a disc-shaped UFO at 3,600 feet traveling at moderate speed. The object finally accelerated and with a burst of speed, disappeared upwards. (Hall, p. 79; Associated Press, Sept. 18, 1954.)

**September 18, Santa Fe, New Mexico.** At about 8:45-9:00 p.m. thousands of witnesses in New Mexico, Texas, and Colorado saw a green-white fireball  
(Continued on next page)

## 1954 Sighting Chronology, Continued

as bright as the full moon, leaving behind a luminous cloud that remained visible for 30 seconds. Radio and TV interference occurred, and airline pilots reported serious turbulence in the wake of the object. Dr. Lincoln LaPaz, meteorite expert, was quoted as saying the object was "not meteoritic." (Stringfield, C.R.I.F.O. *Orbit*, Nov. 5, 1954; Ruppelt, p. 71.)

**September 19, Danane, French West Africa.** Several people reported seeing an oval "flying machine" with a dome on top and "searchlights." The object was visible for 30 minutes, leaving behind two luminous halos when it departed. (*New Yorker* magazine, p. 159.)

**September 22, Fontainebleau, France.** After 8:00 p.m. Numerous witnesses reported a huge luminous red spherical object. As it hovered, smaller ball-like objects emerged from the underside and sped around in various directions. When an airplane appeared headed directly toward the parent object, it shifted position, then rose rapidly into the clouds and disappeared. About 8:20 p.m., ball-like objects were reported from several towns within a 50-mile radius of Fontainebleau. (Michel, p. 65.)

**September 26, Chabeuil, France.** A woman walking her dog in the woods after 4:00 p.m. encountered a small being in "diving suit" with translucent face plate. Two very large eyes were visible through the face plate. The dog began barking and howling.

When the being started "waddling" toward her, the woman fled into the thicket. From her hiding place she saw a metallic-appearing disc rise up and move away horizontally emitting a slight whistling sound.

The woman's husband and others rushed to the scene when they heard the woman scream and dogs in the area howling. They found the foliage flattened in a circle about 10 feet in diameter and other physical traces. (Michel, p. 81.)

**September 27, Perpignan, France.** During the afternoon several witnesses within a 12-mile radius reported seeing maneuvering disc-shaped objects. A boy on the way to school turned and hurried home trembling with fear. He told his parents that he had seen a round object land and two grotesque creatures emerge. After a few minutes the beings re-entered the object and it took off. (Michel, p. 87.)

**September 27, Premanon, France.** Four children were playing in a barn about 8:30 p.m. on a dark rainy night, when the barking of a dog caused them to investigate. The light from the barn reflected off of a being shaped like "a lump of sugar, split at the bottom to make legs."

The oldest boy, 12, threw pebbles at the being, which bounced off of it with a noise like tin. When the boy approached to touch the being, he was suddenly flung to the ground by some invisible force. Terrified, he retreated to the barn. The being was seen to move away with a waddling motion.

The children made a rush for the  
(Continued on next page)

### 1954 Sighting Chronology, Continued

house, and saw a large luminous red ball above an adjacent field. Next day police found a 12-foot diameter circular area of flattened grass in the field with four triangular holes inside the circle, and other physical traces. (Michel, p. 90.)

**September 27-28, Rixheim, France.** Another satellite object case was reported by three witnesses from two independent sites. A motionless cigar-shaped object was observed through opera glasses, with 10 or more smaller luminous objects maneuvering around it "in every direction." (Michel, p. 92.)

**September 28, Bougair, France.** At 10:30 p.m. a vineyard owner saw a luminous object descend and land about 50 yards away. The man felt paralyzed, then saw movement in the luminous object that appeared to be three men. At this point he lost consciousness, and when he awoke the object and apparent beings were gone. *Editorial comment:* Note the hint of a possible abduction. (Michel, p. 97.)

**October 3, Ligescourt & Bressuire, France.** Humanoid encounters, diver's suits, disc craft. (See chart, p. 5.)

**October 4, North Weald, Essex, England.** RAF jet aircraft near head-on collision with a lens-shaped disc. (See story, p. 6.)

**October 9, Lavoux & Moselle, France.** Humanoid encounter, diver's suit. (See chart, p. 5.)

**October 11, Clamecy & Tapignac, France.** Two encounters with 3 and 4 humanoids, landed craft. (See chart, p. 5.)

**October 16, Baillolet, France.** Vehicle encounter, EM effects, small being. (See chart, p. 5.)

**October 18, Sr.-Point (Doubs), France.** Two small humanoids with craft. (See chart, p. 5.)

**October 24, American Weekly Sunday newspaper supplement article by Prof. Herman Oberth titled "Flying Saucers Come From a Distant World."**

**October 24, Porto Alegre, Brazil.** A formation of silver circular objects sped over an Air Force base in the afternoon. "Their movements appeared mechanical and intermittent. ... The speed was greater than any of which the base has knowledge." (Newswire service copy, Oct. 27, 1954, Hall, p. 119.)

### Bibliography

Hall, Richard H, *The UFO Evidence*, NICAP, 1964.

Michel, Aime, *Flying Saucers and the Straight Line Mystery*, N.Y.: Criterion Books, 1958

*New Yorker* magazine, Oct. 23, 1954.

NICAP 1954 chronology, web site ([www.nicap.org](http://www.nicap.org))

Ruppelt, E.J. *The Report on Unidentified Flying Objects*, New York: Doubleday, 1956. □

## Disc Sightings by Pilots, from page 6

made a sharp turn that temporarily put the object out of sight, and attempted to maneuver closer, but the object was not where they expected it to be. Instead, it was visible about two miles ahead passing over a field at about 100 feet altitude and kicking up dust from the ground. They could see the object's circular shadow passing across the terrain. After that they lost sight of it. The sighting had lasted for 11 minutes.

In his account of the case, Loren Gross reports a 1978 interview in which Coleman said:

I went down to [Miami] in 1954 to pick up an overhauled attack bomber – to test it out and deliver it to the air base in Greenville, Mississippi. It was a Sunday afternoon with clear skies, unusual visibility – I'd say up [to] 40 miles. Flying over central Florida, we could see both the Atlantic and the Gulf.

Other accounts give the date as 1955, and Sparks reports from his telephone notes that based on other clues Coleman thought mid-1955 was the probable date. At that time he was still trying to locate his flight records to pin down the date.

(*Editor's note:* It is my recollection that Coleman did eventually pinpoint an exact date in late 1954, but I have so far been unable to document that possibly faulty memory. We hope to publish a follow-up report on this important sighting. - R.H.)



B-25 Medium Bomber  
(U.S. Air Force photo)

In addition to the 3-man flight crew, two civilian aviation engineers were on board, one from Lockheed Aircraft and the other from the Jet Engine Division of General Motors.

During the interview cited by Loren Gross,<sup>1</sup> Coleman quotes himself as saying, "That's an odd looking thing. I don't see a vertical stabilizer, and I don't see any signs of the wings." They thought it might be a test vehicle of some kind from Eglin AFB, Florida.

He called the two engineers into the cockpit and they too saw the UFO. "We had seen its shadow on the ground," Coleman said; "it had passed over a barn, so we had a pretty good idea of the size of it."

Coleman asked all the witnesses not to discuss the sighting with anyone and to write down every detail that they saw. Next day he collected the five reports and submitted them to Project Blue Book. "All five reports agreed," Coleman said, "which is a rare thing."

But like so many other outstanding reports from highly credible witnesses, it apparently disappeared from the Project Blue Book files and now resides somewhere in the "X Files"... unless it was purposefully destroyed. □

---

<sup>1</sup>. *The Fifth Horseman of the Apocalypse, UFOs: A History, 1954*  
September, Supplemental Notes, pp. 22-24.





# Journal of UFO History

A Publication of the Donald E. Keyhoe Archives



Vol. III, No. 6

January-February 2007



Leonard H. Stringfield

In 1955 Stringfield operated a UFO spotting center for the Air Defense Command, U.S. Air Force, in conjunction with the Ground Observer Corps. (See story, page 3)



GOC wings



Ground Observer Corps observation tower. Odebolt, Iowa

## *In this issue...*

Leonard H. Stringfield and the Ground Observer Corps .....	3
UFO Tracked on Radar, Plotted by Ground Observer Corps Posts .....	6
November-December 1954 UFO Occupant Sightings .....	7
Late 1954 UFO Sighting Chronology .....	9

## *Journal of UFO History*

A Publication of the  
Donald E. Keyhoe Archives

**Editor: Richard H. Hall**

Published six times per year

Subscription rates (U.S.)

1 year - \$28.00  
2 years - \$50.00



Copyright © 2007 - Richard H. Hall

Published by Brentwood Press  
4418 39<sup>th</sup> Street  
Brentwood, MD 20722-1021

**E-mail: [dh12@erols.com](mailto:dh12@erols.com)**

We accept **PayPal**

### ***FOLLOW-UP***

The *LIFE* Magazine article "Astral Adventures" cited in the previous issue that reported on the 1954 sightings in France was dated November 1, 1954. Thanks to readers Rick Hilberg and Les Treece-Sinclair for submitting this information.

\* \* \* \* \*

See Richard Hall's web site ([www.hallrichard.com](http://www.hallrichard.com)) for articles about UFO history and links to other worthwhile web sites.

### **EDITORIAL**

Study of UFOs (i.e., research and investigation) today bears little resemblance to the activities of the 1950s through 1970s. The comparative absence of current "classic" sightings and the influences of the internet have changed UFO study altogether. I would say mostly for the worse. Wild speculation is rampant and scholarly research is rare.

Quite a few of the older generation activists (myself included) find little substantial current information to analyze, and so devote their time to creating a permanent historical record for future generations.

This is a worthy activity deserving of your support. Leading the way is Fran Ridge's NICAP web site ([www.nicap.org](http://www.nicap.org)) Other very worthy projects have been listed in previous issues and will be in future issues.

*Support Your Local UFOlogist*

### **FRENCH SPACE AGENCY TO POST UFO FILES ON INTERNET**

According to a Dec. 29, 2006, story in *InformationWeek* online, the French space agency, the Centre National d'Etudes Spatiales, plans to post its collection of 1,600 UFO cases on the internet late in January or early in February. The collection includes 6,000 documents and sightings, many by airline pilots, for the past 30 years. Witness names will be excised for privacy reasons, but many of the witness names are known by other parties. (See: [www.cnes.fr](http://www.cnes.fr))

## LEONARD H. STRINGFIELD & THE GROUND OBSERVER CORPS

During the mid-1950s, Leonard H. Stringfield, a public relations executive in Cincinnati, Ohio, played a unique role in the history of UFOs. In later years he would become better known for his series of monographs about alleged UFO crash-retrieval cases, but his activities in 1954 and the following years were significant in many ways. It is a curious chapter of UFO history, but an important one that reveals high-level concern about UFO sightings.

Following the 1952 and 1953 Air Force close encounter cases that involved radar-visual sightings and jet fighter interception attempts, the Air Defense Command approached Stringfield privately and requested that he set up a watching post in his home, linked by telephone to the regional Ground Observer Corps (GOC) filter center. (See separate story on GOC.)

On the basis of a verbal agreement he was to evaluate incoming reports and alert the GOC post to the most significant cases. As a result, Stringfield found himself directly involved in Air Force attempts to intercept UFOs, linked by telephone and radio to Air Force officers and interceptor pilots.

The Air Force later denied the set-up, implicitly calling Stringfield a liar and a fraud, and no paper trail existed to prove it. But dozens of people observed or participated in the GOC and Air Force communications activities and knew about Stringfield's role, and that he was a person of unquestioned integrity.<sup>1</sup>

After an airborne sighting in 1945 while Stringfield was serving in Air Force intelligence, his interest was reactivated by a second sighting on July 25, 1952,



Len Stringfield

during the major UFO sighting wave. At that time he began organizing a civilian group, and then on March 10, 1954, founded Civilian Research, Interplanetary Flying Objects (CRIFO), and began publishing the *CRIFO Newsletter* on April 7<sup>th</sup>. When national newsman Frank Edwards gave CRIFO's address on the air, Len and Dell Stringfield were deluged with mail.

The approach from Air Defense Command (ADC) came in September 1955, requesting his tie-in with the GOC filter center, but meanwhile Stringfield had established his own effective private information gathering network.

(I was a student at Tulane University at this time, joined CRIFO, and maintained communication with Len Stringfield from then on. - Editor)

As Jerome Clark reports (see References):

From his two-year experience he learned that what the Air Force was doing privately

(Continued on next page)

---

<sup>1</sup> Stringfield reported his story in the privately published book *Inside Saucer Post...3-0 Blue*, Cincinnati, Ohio, 1957.

## Stringfield & GOC, Continued

and what it was admitting to publicly were two entirely separate matters. The Air Force was covering up significant UFO Reports.

In his 1977 book, Stringfield reports that Frank Edwards' 1954 national radio broadcast mentioning CRIFO resulted in 6,000 letters. Soon newspapers and radio stations all over the country were contacting him, seeking news about UFOs. This provides one index of the degree of public interest in the subject at that time.

Stringfield describes the origin and nature of the Air Force ADC approach to him as follows:

On September 9, 1955, Captain Hugh McKenzie of the Air Defense Command in Columbus, Ohio, phoned me at home. ...He was impressed, as I recall, by [CRIFO's] pulling power to get firsthand sighting reports [and sought] my cooperation [as] a means to get up-to-the-minute sighting reports from my vast network of sources.

McKenzie arranged for Len Stringfield to receive all UFO reports from the regional Ground Observer Corps filter center for screening so that trivial sightings could be weeded out and attention focused on the better reports.

Stringfield was assigned a telephone code (FOX TROT KILO 3-0 BLUE) and asked to report back to the filter center on serious cases. The Air Force would pay all expenses. McKenzie added one proviso: "My only request is that you *not ask any questions.*"

After the screened reports were processed by the 4717<sup>th</sup> Ground Observer Squadron and the UFO was confirmed by radar, Air Force jet interceptors were

scrambled. At this stage, all matters pertaining to the sighting became classified information.

### Stringfield noted:

Despite secrecy, during the course of my screening operations I learned by circuitous channels that a number of my reports ended in radar confirmation and that jets were scrambled.

He then reports a major example of a confirmed sighting on August 23, 1955, when three UFOs were sighted and interceptors roared into the area. One UFO hovered directly over the Columbus GOC tower; when interceptors closed in on it the object sped away. Various GOC posts had visual sightings of round, brilliant spheres or discs.

To his surprise, Stringfield was granted permission to report the entire incident in *CRIFO Orbit*; but when the Cincinnati newspapers called Wright-Patterson AFB to verify the incident, they officially denied it and also said they had no knowledge of Stringfield having any duties with ADC.<sup>2</sup>

## REFERENCES

Clark, Jerome. *The UFO Encyclopedia*, Vol. 2 (Detroit: Omnigraphics, Inc, 1998), pp. 887-888.

Stringfield, Leonard H. *Situation Red: The UFO Siege* (New York: Doubleday, 1977), pp. 11-14.

---

<sup>2</sup> The denial of the incident is consistent with USAF behavior over the years. The denial of knowledge about Stringfield's role could easily be a case of the right hand not knowing what the left hand was doing.

## GROUND OBSERVER CORPS

During the post World War II Cold War period, U.S. leaders perceived a growing threat of surprise attack by bombers and intercontinental ballistic missiles from the Soviet Union. Radar coverage of the U.S. borders was spotty, and especially inadequate to detect low-flying aircraft.

As a result, in 1950 the Air Force began forming a volunteer Ground Observer Corps (GOC) of civilians to operate observation posts scattered in the gaps between radar network coverage. In 1951, nationwide exercises were conducted involving 210,000 GOC volunteers manning 8,000 observation posts and 26 filter centers.

The system then was upgraded to the point that by summer of 1952 when the major UFO sighting wave occurred, "Operation SKYWATCH" (as it was then named) utilized 800,000 volunteers at 16,000 observation posts and 73 filter centers.

Over the next few years new radar technology gradually was developed and deployed to plug the gaps in coverage, and on January 31, 1959, the Air Defense Command closed down the GOC.

### GOC UFO Sightings

With so many people scanning the skies systematically during the 1950s, GOC posts contributed numerous UFO sightings to the record. As a sample, Don Berliner (presently chairman of the Fund for UFO Research) during 1953 logged UFO sightings at the Columbus, Ohio, Filter Center. The following chronology provides a sample of the cases from Ohio and elsewhere.

July 9, 1953; Columbus, Ohio. "Circular, silver object traveling at terrific rate of speed."

August 5, 1953; Rapid City, SD. Ruppelt's "best unknown" case. UFO spotted by GOC, chased by jet interceptors, multiple radar-visual sightings. (See Vol. II, No. 6, p. 9, under date of August 12.)

August 9, 1953; Moscow, Idaho. GOC post reported a large glowing disc. When three F-86 interceptors closed in on it, the object abruptly sped up and outdistanced the jets

August 14, 1953; Columbus, Ohio. 2030 EST. Luminous object descended straight down, stopped, then sped away after being visible for 30 seconds.

August 21, 1953; Maumee, Ohio. 2200 EST. Black oval with red and green lights around perimeter observed headed NW 20 degrees above horizon.

September 24, 1953; Columbus, Ohio. 1027 EST. Silvery disc observed following aircraft.

December 16, 1953; Toledo, Ohio. 1920 EST. Group of luminous objects changing color from red to white, left area as seven aircraft approached. Objects maintained loose formation about one mile apart at different altitudes, then broke formation and flew away in different directions.

June 12 & 14, 1954; Baltimore, Maryland. GOC radar-visual sighting of large glowing object, too high for interceptors to reach. (See Vol. III, No. 3, pp. 9-10.)

---

See GOC article on [www.radomes.org/museum](http://www.radomes.org/museum) web site. For good summary of radar defense systems, see *Searching the Skies: The Legacy of the United States Cold War Defense Radar Program*, by David F. Winkler, June 1997, on [www.fas.org](http://www.fas.org) web site.

## SUMMER 1954 RADAR-VISUAL SIGHTING IN NORTHEAST, GOC PLOTS UFO TRACK

*"The object disappeared straight upward in a burst of speed."*

During the 1960s James C. Beatty was a NICAP Adviser. Between 1951 and 1955 he had been a team supervisor and alert crew supervisor at the Ground Observer Corps Filter Center in White Plains, New York.

In late August or early September of 1954, during the 8:00 p.m. to Midnight shift, Beatty was involved in tracking a UFO over New York State. About 9:30 p.m. a GOC post reported observing "a large round orange object" that had suddenly appeared.

For about 20-30 minutes the object hovered, oscillating slightly from side to side. Then it began moving slowly toward the southeast, its color changing to a more yellow-orange. In a tape-recorded talk to the New York City NICAP Affiliate Beatty said:

[O]ur team at the Filter Center plotted the progress of this object across the board. ...It was under constant observation. ... I at that particular time was on the hotline at the Filter center. ...Two radar stations we were hooked into confirmed at that time that they had been holding an electronic fix on this same object. ...It coincided in position and movement with the object we had seen visually.

Over the hotline Beatty heard the various ground bases talking to each other, and heard the "scramble" order go out from two different bases. Two interceptors were scrambled from Stewart AFB, Newburgh, N.Y., and two from Newcastle AFB, Delaware.



GOC uniform patch

At the time I was hearing the scrambles in the background, the plot was progressing more in a direction toward the state of Connecticut... then we began to pick up the jet patterns, coming in from the south in the case of the scramble from Delaware, and from the west in the case of the scramble from Stewart Field.... We could track the jets as they closed in on this object.

Shortly before the interception occurred, a strange thing happened to the orange object. This was reported both by the Ground Observer posts and by the pilots of the jets. It seemed to speed up in its motion— it had been oscillating or pulsating and moved rather slowly — and it changed to a rotational effect with also a change of lights. By this time the reports came in that it was a whirling combination of red, green and yellow lights...sort of a rainbow effect.

Then at almost the same time we got reports from the posts which had been holding this object under ground observation, and [from the] jets themselves, that the object disappeared straight upward in a burst of speed. ...At that moment it also became apparent [that] the aircraft and airborne radar had lost...electronic contact with the object as it zoomed upward and vanished in the night sky.

Beatty said that the witnesses later were requested to fill out standard UFO report forms. UFO sightings by GOC spotters were numerous, he said. "It was a fairly frequent occurrence." □

## NOVEMBER-DECEMBER 1954 UFO OCCUPANT SIGHTINGS

Date & Time	Location	Beings & Craft
Nov. 1 7:30 a.m.	Cennina, Italy	Object like two cones joined at base. Two 3-foot tall beings approached woman, who fled. Tight-fitting coveralls, helmets. Unintelligible vocalizations. (*)
Nov. 4 Night	Pontal, Brazil	Glowing object like two bowls rim to rim landed. Three 3-foot tall beings emerged, white clothing, "skull caps." Collected vegetation and water samples. (FSR, p. 19)
Nov. 13 Night	Curitiba, Brazil	Disc-shaped object on railroad tracks Three small beings, tight-fitting clothes, inspecting tracks with a light. When witness approached, they fled into craft which took off rapidly. (FSR, p. 19)
Nov. 14 Afternoon	Isola, Italy	Bright cigar-shaped object landed, three small beings, metallic "diving suits" emerged, took rabbits from cage, disabled farmer who aimed a gun at them. Unintelligible vocalizations. (*)
Nov. 20 3:00 p.m.	Blaison, France	Metallic mushroom-shaped object landed. Two small humanoids, silvery suits and helmets, took some onions from paralyzed witness. Unintelligible vocalizations. (*)
Nov. 28 2:00 a.m.	Petare, Venezuela	Van blocked by luminous sphere 8-10 feet diameter, driver fought with hairy, dwarf-like creature. Second being emerged from craft, blinded man with light beam. Sample gathering. (FSR, pp. 33-34)
Dec. 10 6:30 p.m.	Floresta, Venezuela	Motorists saw two small beings run into underbrush, luminous disc rose and sped away. "Sizzling" sound heard. (FSR, p. 34)

(\*) Albert Rosales, "1954 Humanoid Reports" [www.ufoinfo.com/humanoid](http://www.ufoinfo.com/humanoid)

*Continued on next page*



### Nov.-Dec. 1954 UFO Occupant Reports, Continued

Date & Time	Location	Beings & Craft
Dec. 10 Night	Chico, Venezuela	Luminous object "like two wash bowls put together" hovered just above ground. Two men grappled with 4 small hairy beings. (FSR, p. 34)
Dec. 11 5:00 p.m.	Linha Bela Vista, Brazil	Hovering object like big brass kettle alarmed chickens, farmer confronted two small beings in field, yellow coveralls. One picked tobacco plant. (FSR, pp. 34-35)
Dec. 16 Night	San Carlos, Venezuela	Man in brush attacked by a small hairy being, friends rushed to his aid, saw being running toward shiny object hovering just off ground. Object took off with whistling sound. (FSR, p. 35)
Dec. 19 11:00 p.m.	Valencia, Venezuela	Six small hairy beings loading rocks into low-hovering disc. One being pointed a device toward witness, paralyzed by violet light beam until craft took off. (FSR, p. 35)

FSR = *Flying Saucer Review*, The Humanoids, Special Issue, October-November 1966

## Bishop Sees Flying Saucer

BRAZZAVILLE. French Equatorial Africa, July 8, 1954. (AP). – Msgr. Emile Verhille, the Roman Catholic apostolic vicar of Fort Rousset in the French Middle Congo territory saw a flying saucer for over 15 minutes during a pastoral tour through the bush country of his vicariat.

[He] reports the sighting to the editor of the Catholic newspaper *La Semaine de L'Aef* ....[While at dinner at the mission of Leketi] the houseboy came in first and said a plane was going over the mission.

Since Leketi is not on a regularly flown route, the bishop and his companions went out to have a look. Then they saw a tall luminous globe coming in swiftly from the north, but stopping suddenly in

midair and quivering. The object then bounced up and down, but did not move horizontally. ...

Looking through his field glasses, Msgr. Verhille saw what he describes as follows:

"Through the glasses I clearly saw that the globe was not luminous everywhere. In the center there was a darker mass and from it rays of different lengths were shooting out. Everybody observed the phenomenon easily. It lasted for over 15 minutes, which seemed very long to us. No star, no meteor, no plane behaves like the luminous globe."

Finally, the bishop concludes his letter, the object moved swiftly away to the north following a horizontal path.

There have been other sightings in the  
(Continued on page 12)

## NOVEMBER-DECEMBER 1954 UFO SIGHTING CHRONOLOGY

By the end of the year UFO sightings were being reported from all over the world, with strong hints of serious concern by government officials on several continents. Africa and South America had numerous startling cases. Although the reports seldom appeared in U.S. newspapers, informal networks of interested citizens exchanged information and several new UFO books were published that included accounts of the sightings. The newly organized Ground Observer Corps was active during this period, and Leonard H. Stringfield was spearheading an organized effort to gather and publish information. (See GOC/Stringfield story). The reported humanoid UFO occupants often engaged in sample-gathering behavior.

**November, Kenya, E. Africa.** About 7:40 p.m., astronomer G. Duncan Fletcher and four others saw a bright glowing orange object low towards the east. At first it was stationary at an estimated 2,000 feet altitude, then it brightened and rose, bobbed up and down, and finally disappeared behind clouds. This object had "no relationship to anything astronomical, Very lights [flares], or aircraft," Fletcher said. (L.H. Stringfield, *CRIFO Orbit*, Jan. 7, 1955, from Harold Fulton, New Zealand.)

**November 1, Cennina, Italy.** Encounter with two small beings, coveralls, helmet. (See table, page 7.)

**November 3, Wilcannia, Australia.** A large object was observed hovering at about 500 feet altitude, making a terrific noise. Police responding to reports took photographs, which were submitted to the Civil Aviation Department (C.A.D.). The C.A.D. director confirmed receipt of the photos, which he said showed an object like an "inverted saucer with an inverted teacup on top" (domed disc). (Stringfield, *CRIFO Orbit*, Jan. 7, 1955, from Harold Fulton, New Zealand.)

**November 4, Pontal, Brazil.** Three small beings, Saturn-shaped UFO, sample gathering. (See table, page 7.)

**November 5, Gwelo, Rhodesia.** Several police officers were among a group who, in the early morning, observed three red-orange elliptical objects in the sky for about 10 minutes. At first only one object was seen. "As they watched," the report said, "two smaller lights detached themselves and took up position below the larger one." (Satellite object case.) At one point the larger object moved toward the witnesses, while the smaller objects moved laterally. (*Rand Daily Mail*, Johannesburg, South Africa, Nov. 8, 1954; Gross 1954, Supplemental Notes, p. 11.)

**November 6, Orange Free State, Transvaal, South Africa.** Hundreds of people watched as searchlights at the Dunator station of the South African Air Force (SAAF) tracked an enormous cylindrical object. When the object was caught in the searchlights, it moved

(Continued on next page)

## Nov.-Dec. Chronology, Continued

behind clouds. Next day the SAAF issued a statement asking the public to report UFO sightings to them, noting that "Research on a world scale is at present being conducted." (Gross 1954, Supplemental Notes, pp. 11-12.)

**November 7, Mt. Ortowene, Sardinia.** A silvery disc, about 15 feet in diameter landed in a field on the slope of the mountain in daylight. The object had a dome (turret-like) on top and a porthole on the dome. When one of the witnesses approached to inspect it, the object took off at high speed emitting a low whistling sound. Separate witnesses reported corroborating details to local police. (Wilkins 1955, p. 237.)

**November 11, Marina di Pietrasanta, Lucca, Italy.** About 5:00 p.m. witnesses noticed a motionless round object, glowing orange, hovering in the sky. After two minutes it began moving south, accelerating and taking on an oval shape. The object disappeared in the distance in about 20 seconds. The sky was perfectly clear, the sun on the horizon about to set. (*Flying Saucer Review*, London, July-August 1955.)

**November 12, Oolitic, Indiana.** At 7:40 a.m. a white sphere was observed in the sky. It made an explosive sound "like a shotgun," moved rapidly toward the south, stopped and hovered for about 1-1/2 hours before disappearing. Less than an hour earlier a round, silvery object had been seen over Cincinnati. (*Louisville Courier-Journal*, Nov. 13, 1954.)

**November 13, Wairimu Bay, New Zealand.** A group of friends in the early evening noticed a low-flying luminous object like a railway car with windows. Brilliant light emanated from the windows, which were straight sided with semi-circular tops and bottoms. The fuselage was bright silver. The front portion was dark against the still daylight sky. No sound was audible. The object remained visible for about 8 seconds. The same or a similar object was seen low above a house at Waikato later in the evening. (*CSI Quarterly Journal*, Vol. 3, No. 4, 1956; Gross 2003, *Added Material*, pp. 87-88.)

**November 13, Curitiba, Brazil.** Three small beings from disc-shaped object fled when approached. (See table, p. 7.)

**November 14, Isola, Italy.** Three small beings in "diving suits" from cigar-shaped craft disabled farmer. (See table, p. 7.)

**November 20, Blaison, France.** Two small beings in silvery suits and helmets, from mushroom-shaped craft. Sample gathering, paralyzed witness. (See table, p. 7.)

**November 20, Rio Grande River, Brazil.** Two Brazilian Air Force pilots flying a mail plane from Uberaba to Sao Paulo noticed a strange object on or hovering just above a small island in the river. It appeared to be a "platform" of some kind about 9 meters in diameter, with a dome on top and was surrounded  
(Continued on next page)

## Nov.-Dec. Chronology, Continued

by a yellowish halo.

When the officers banked their plane and dove toward the object to investigate, it took off rapidly at a 30 degree angle and sped out of sight over the horizon, disappearing "in a split second." (Investigation report by Dr. Olavo Fontes in UNICAT files, compiled by Dr. Willy Smith. Gross 1954, p. 23.)

**November 21/22, Rio de Janeiro, Brazil.** A Brazilian airliner in flight at night reported a close encounter with a formation of 19 shiny disc-shaped objects that sped past the plane, beneath the wings, causing a panic among the passengers. The pilot reported that the nearest disc came within about 300 feet of the airplane. (Stringfield, *CRIFO Orbit*, March 4, 1955; Keyhoe, 1955, p. 26.)

**November 28, Petare, Venezuela.** Luminous sphere, encounter with "hairy dwarves," sample gathering. (See table, p. 7.)

**December 5, North East, Pennsylvania.** At about 1:40 a.m. a woman noticed a round object with a dome on top hovering low above Lake Erie. A brilliant orange glow emanated from the dome and two rows of square windows or ports were visible around the perimeter of the object. The Pittsburgh area Ground Observer Corps investigated. About 10 other witnesses reported seeing the orange glow. (*Buffalo Evening News*, New York, Feb. 5, 1955.)

**December 7, Upington, Cape Province, South Africa.** Meteorologist R. H. Kleyweg made theodolite observations in daytime of a half-moon shaped object with sunlight reflecting off of its sloping top. The object was moving slowly from west to east. After about a minute it picked up speed and became too fast to track. Said Kleyweg: "I have followed thousands of meteorological balloons. This object was no balloon." (Stringfield, *CRIFO Orbit*, July 1, 1955. *Natal Mercury*, Durban, Jan. 28, 1955.)

**December 7, Isla del Francis, Rio Santa Lucia, Argentina.** A party of fishermen encountered an ellipse on the water surface. (See story, page 12.)

**December 10, Floresta, Venezuela.** Two small beings fled in luminous disc-shaped object. (See table, p. 7.)

**December 10, near Chico, Venezuela.** Encounter with 4 small hairy beings from a hovering Saturn-shaped craft. (See table, p. 8.)

**December 15, Washington, D.C.** In answer to a question at his news conference, President Dwight D. Eisenhower said an Air Force official had assured him that UFOs were not visitors from outer space. (*New York Times*, Dec. 16, 1954.)

**December 16, San Carlos, Venezuela.** A man was assaulted by a "hairy dwarf" who fled to a flat, shiny craft hovering near the ground. (See table, p. 8.)

(Continued on next page)

## Nov.-Dec. Chronology, Continued

**December 28, Cerro Guaiqueria, near Mendoza, Argentina.** Motorists at night saw a brilliant light and stopped to investigate. They saw a luminous object with two humanoid figures standing next to it, one scooping something off the ground. Their craft was seen to be like "two deep, superimposed bowls joined at their edges." Bluish light from it illuminated the object and created "a sort of fog around it." The beings then entered the craft and departed. (Corrales, 2006, p. 11.)

### REFERENCES

- Corrales, Scott. *The Fabulous Fifties - The Early Days of UFO in the Spanish-speaking World*, 2006. (lornis1@earthlink.net)  
 Gross, Loren E. *The Fifth Horseman of the Apocalypse, UFOs: A History*. Series.  
 Keyhoe, Donald E. *Flying Saucer Conspiracy*, 1955.  
 Stringfield, Leonard H. *CRIFO Orbit*, newsletter, 1954-56.  
 Wilkins, Harold T. *Flying Saucers Uncensored*, 1955.

### Bishop sighting, continued from p. 8

Middle Congo area at about the same time, notably at Kelle, a diamond mining camp 30 miles from Leketi. But the observations weren't as detailed as those made by Msgr. Verhille. (Newspaper story reproduced in *Fifth Horseman of the Apocalypse, UFOs: A History*, January 1, 1947 - December 31, 1959, added materials, by Loren E. Gross, 2003.) □

## ARGENTINE FISHERMEN REPORT ELLIPTICAL CRAFT ON WATER

At about 9:30 p.m on December 7, 1954, four male friends on a fishing expedition on Isla del Francis between the departments of Canalones and San Jose saw a luminous object moving up and down in the sky. When it descended and appeared to land in the distance, they took a boat and rowed toward the mouth of the Santa Lucia River to investigate.

About 25 meters from the coast they saw resting on the surface of the water a metallic-appearing elliptical object. The apparent craft had a cone-like protuberance on top and at times gave off a bluish and yellowish light. Around the perimeter was a row of "exhaust ports" from which a bluish luminous haze was emitted.

When the boat was within about 60 meters of the object and one of the men started the engine, the object moved very slightly, then took off and sped at an upward angle directly over the boat and flew out of sight.

Investigating the spot where the object was resting on the surface, they discovered that the water was hot. Next day they found many dead fish in the same area.

The sighting location is north-northwest of Buenos Aires along the river system that separates Argentina and Uruguay. (*La Tribuna Popular*, Jan. 8, 1955, APRO files; from Gross 1954, p. 48.)

**NICAP web site: [www.nicap.org](http://www.nicap.org)  
Premier site for UFO history**



